

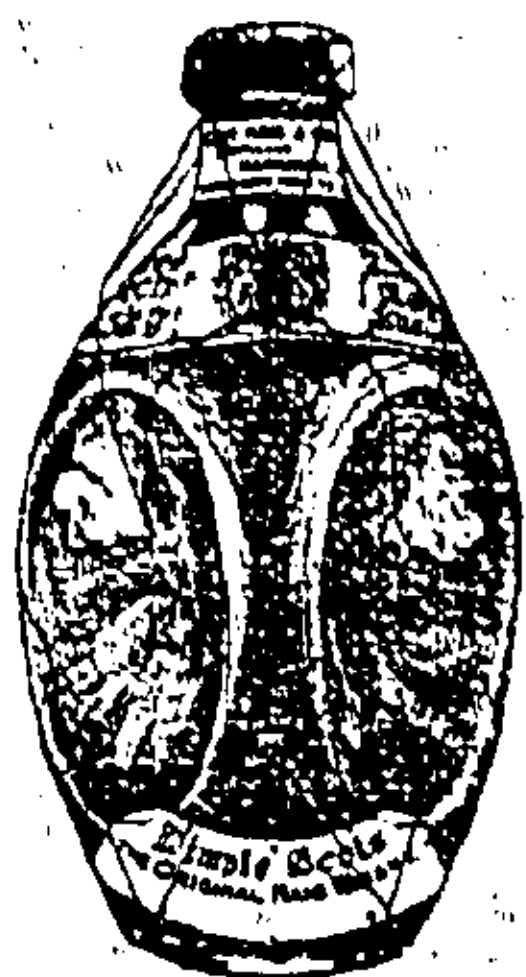
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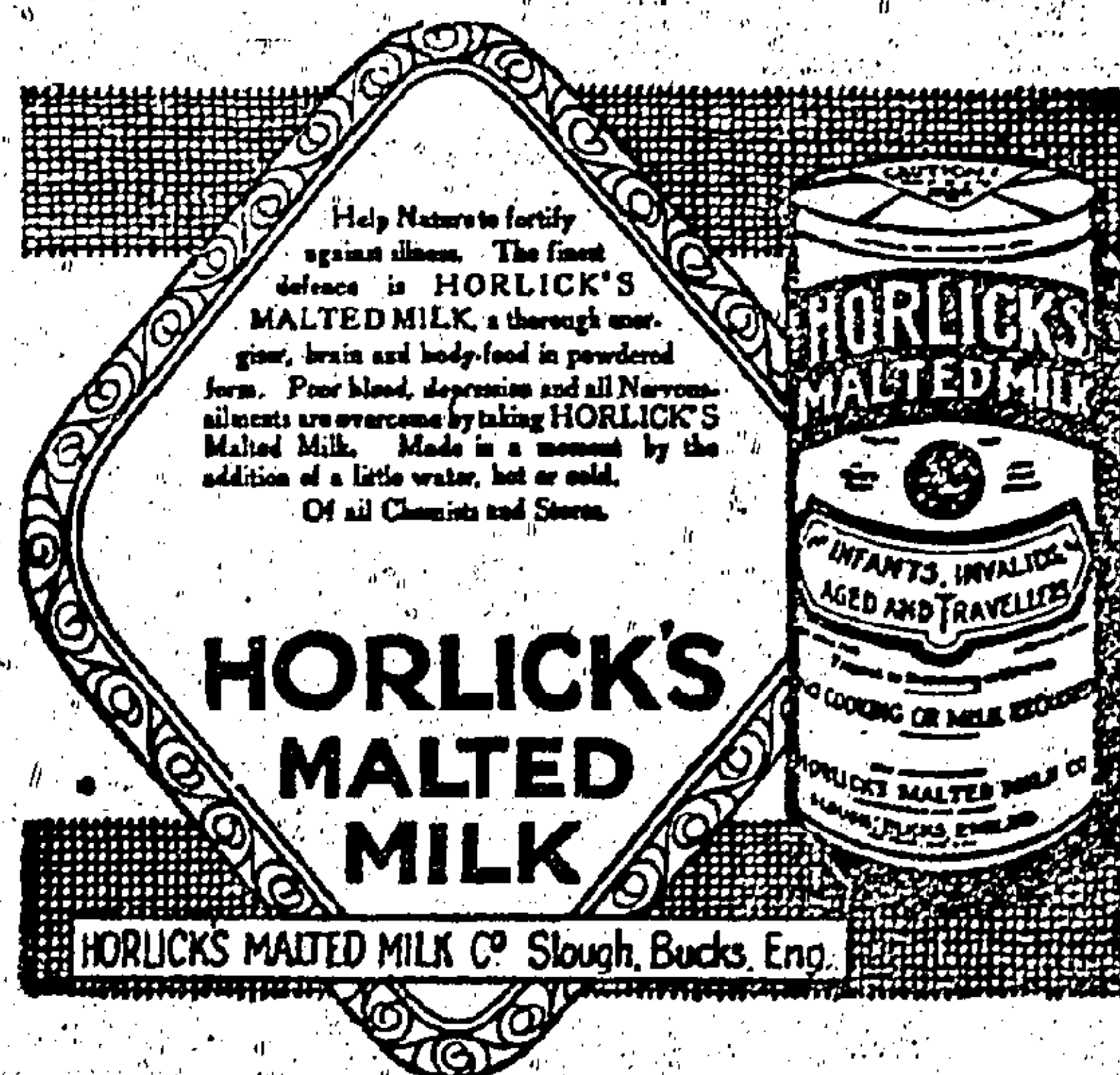
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POISON OF THE DOLE. GENERAL SIR IAN HAMILTON'S STORY.

Speaking at Ulverston recently General Sir Ian Hamilton said that in Germany, France, Belgium, Italy, and Poland there was not one single disabled soldier fit for any sort of work who was unemployed. Here in England we had 80,000 disabled men unemployed, in addition to the 800,000 able-bodied ex-Servicemen still in the prime of life.

The English workman who was fit for any sort of work at all did not enjoy his pension or his dole. He was miserable. They of the Legion who watched him saw the change for the worse creep over him every day as he stood waiting to draw money for doing nothing. Don't let them try and persuade themselves that he did not know the change within himself. The spirit of old England was being poisoned by her dole, not slowly, but very quickly.

Sir Ian Hamilton ended his speech with a little story. "Just to let you see and understand," he said, "what jolly good fellows our ex-Servicemen are, how happy they'd be if only they had work to do, and what a shame it is that so many of them should be down and out."

"Walking back to my boat after an inspection at Gallipoli my eye was caught by a very queer figure. Standing strictly at attention, was a young man, stark naked bar the shortest pair of shorts I ever did see. He was hunched black with the sun, and somehow it was comic to see him as correct and rigid as if he was on a general's inspection parade. I returned his salute, saying something at which I remember, all the escort laughed. The incident then passed out of my mind. Well, two or three days ago I received the following effusion:—

MEMORIES OF THE PAST.

Dear Sir, do you remember,
One day at Suvla Bay,
When I stood to attention,
As you came on your way?
I wore a pair of trousers,
Cut far above the knee,
My limbs were very sunburnt,
The sign—Gallipoli.

"Do you belong to Scotland?"
You asked me, and I spoke,
"No, Sir, My home's Newcastle.
Amongst the miner's smoke."
You smiled, then asked a question,
The sun it left the fogs.
"Would you like to walk to Newcastle
Dressed in those tiny togs?"

"Yes, Sir, I'd greatly welcome
The Tyneside streets again,
And would go without my trousers
But hopes are all in vain."
You asked if we were happy.
I answered you I think:
"Just said we all were cheery,
But longing for a drink."

I got home safe, so thank you.
For you wished me best of luck:
I'm working and contented
And in Reekie now am stuck.

EX-AB. JAS. LAVERICK, Royal Naval
Division, Edinburgh.

ENGLISH CHURCH AT YPRES.

We have received a copy of the following appeal which is made over the signatures of Bishop Herbert Bury (North and Central Europe) and Field Marshal Plumer:—

It will be remembered that Field-Marshal Earl Ypres on the 4th August, the 10th anniversary of Great Britain coming into the Great War, made a stirring appeal, in his speech to the League at Ypres, for an English Church to be built there.

This most valuable suggestion was followed up at once and strongly commended by the Archbishop of Canterbury and other representatives of the Church of England and the Army, in a letter to the Press of the 7th August.

To many people, we believe, it was startling to learn from Lord Ypres that nowhere "in the whole battlefield area" has the Church of England any place of worship "of a permanent character."

It seems hardly credible that our country should not have built one Church to the memory of those who lie there at rest. Lord Ypres was referring of course to the large number of pilgrims who go all the year round from our islands and Dominions to visit the graves of our armies in Flanders, and have no place, as he expressed it, "into which they can come for prayer and remembrance of their dead, and there in peace and quiet feel that appeal to Service and Sacrifice of which we are ever conscious."

Apart from those to whom Lord Ypres referred, we must remember that there are now six hundred men employed by the Imperial War Graves Commission in No. 1 Area (Ypres Salient) to tend these Cemeteries, and 200 of these men live near Ypres.

Our idea is to build first the Chancel end of the Church, and then extend it if necessary to hold about two hundred people. The building might be plain to begin with, and be later adorned with Regimental and other memorials as time goes on.

We have been deputed to make the appeal for funds to carry out this absolutely necessary work, and it is with the utmost confidence that we do make this appeal for an English Church, which we owe to the Memory of Service and Sacrifice.

Cheques can be made payable either to Bishop Bury, c/o the Rev. B. Staunton Batty, Commissary, Christ Church Vicarage, Down Street, London, W. 1; or to Field-Marshal Lord Plumer, through Lieut.-Colonel Poole, 39, Eaton Place, London, S.W. 1, and should be crossed "Lloyds Bank (6, Pall Mall, S.W. 1)"; or can be paid direct to the Bank, for the Ypres Memorial Church Fund.

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GUEST. Apply—Box No. 47, c/o
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"THE MAILMAN"

SWEEPING PANORAMA OF "SCENIC WONDERS"—A VAST KALEIDOSCOPE OF SPECTACLE AND TOWERING HEART DRAMA.

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IT IS THE

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Simplest and most trouble-free type of motor ever invented.

It has the most distinctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough clearing of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power.

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston acted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

THE MERCURY MOTOR CAR CO.,

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20% of Gross Takings at 9.15 p.m.

Shows on These 4 Days will be Donated to

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A PARAMOUNT SUPERPRODUCTION

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AGNES AYRES & JACK HOLT.

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MATINEES:—\$1.20, \$1.00 & 60 Cts.

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HOME WE SUPPLY THE BEST BRANDS
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CRIPPLING TRADE. BURDEN OF TAXATION.

Sir Edwin Stockman, addressing the Textile Society of Huddersfield recently on "Trade and Taxation," said the taxing of trade was a very easy method of collecting revenue, yet no policy was more dangerous. They must be sure that they were not feeding the dog with his own tail. He was not opposed to State insurance, but the unemployment donation undoubtedly threw a heavy burden on industry, and if taxes had to be increased to meet the growth of unemployment, firms might be compelled to reduce their operations or to close down, with the result that unemployment would be increased as a direct consequence of the measures taken to relieve it. Hence it was the duty of any far-sighted and prudent Government to reduce the burden of taxation to the utmost extent consistent with the sound needs of the country, and with special attention to efficiency and economy in the public administration. Political parties did not pay sufficient attention to economy, and he wished that the electors, instead of showing so much interest in the votes of their representatives on matters of often minor importance, would ask for details as to the extent of the efforts of these representatives in the direction of swelling still further an already over-swollen public outlay. They would have some surprises. Taxation should be reduced in order to enable the consuming public to expend the amount thus released from the tax-gatherer in the purchase of goods, thereby increasing the circulation of money, and so enabling manufacturers to help to reduce unemployment. Reduction of our burdens was also necessary to enable us to compete with countries more favoured in respect of deadweight charges.

It should not be forgotten that the lending of money to Germany and the giving of financial assistance to Russia would leave less for economic development at home. Our capital was not unlimited. "Let us not devote our capital to countries which are not our best customers and have no likelihood of so becoming, since, when we need funds here, both for taxation and for development, they will not be forthcoming, and the last state of our industry will be worse than the first. Above all, I wish to preach the utmost caution in the employment of the funds we have. Outlay on Government schemes of money raised by taxation is too often unproductive—taxation may cripple, does cripple, the means of continuing and increasing employment. Large spending and borrowing by Governments lead temporarily to active trade, but a country which pursues such a policy must in the long run pay for this stimulation of its industries by the depreciation of its currency and by the heavy taxation which is necessary to meet the interest on the loans."

RUBBER'S RISING PRICE.

"The rubber market is very hot and almost anything may happen." This was the view expressed by a leading figure in the industry in London, last month, when asked if he thought there was any hope of the price rising to 1s. 6d. "Take one fact," he added, "and consider it in all its bearings. At the beginning of 1923 there was 100,000 tons more of physical rubber in the world, held by someone, than there is to-day. In January, 1924, under the pressure of speculation and American buying, the price was rushed up to over 1s. 6d. per lb. What was possible then seems more than possible now with 100,000 tons less in the world."

A similarly bullish view is expressed by Messrs. Symington and Sinclair in their weekly report. They point out that the price of the commodity continues to advance, that deliveries in London reach a record at 3,234 tons in the week, and that of the 44,000 tons in stock in London the greater portion for one reason or another is not free for sale at round about the present prices. Four years ago with a world consumption of about 300,000 tons, London was carrying a similar stock to that of to-day. This year the world's consumption will work out at about 450,000 tons, so that the present stock represents only about five weeks' supply.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême-Orient of Saigon, in their circular dated October 23rd, say:—

During the last fortnight, there has been a strong demand from all sides. Important business has been made, particularly with Cuba and Europe. Transactions on the new crop have also begun, in consequence of which the market has become more active. Sellers are more reserved, available stocks being hardly sufficient for the business done. The new crop is expected to be a good one, weather conditions being favourable. The total amount of rice exported from the 1st January to 6th October, 1924, is 937,033 tons against 982,015 in 1923. We quote to-day white Saigon rice No. 3 sifted, Japan quality, Hongkong \$6.50 per picul, f.o.b. Saigon for November-December shipment.

The Times on September 30th published the fourth and last of an admirable series of four special sections of the paper dealing with the scope, character and objects of the British Empire Exhibition.



Just Protoplasts

"Jenkyn," he said, "You and I are just two protoplasts whirling through space on a lump of dust. We both have our worries and our joys, and it's up to us to do a good turn when we can."

Then he puffed some fragrant Kensitas smoke, and said: "You did your good turn by introducing Kensitas... Yes, Jenkyn, you're right, Kensitas are 'as good as really good cigarettes can be.'"

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BOOKING AT
ANDERSON'S.

CINEMA NOTES.

WORLD THEATRE.

Congratulating her son, Emory Johnson, the well-known producer, and Ralph Lewis, the star, on their brilliant work in "The Mailman," to be shown at the World Theatre to-day, Mrs. Emory Johnson, author of the story, asserts that "The Mailman" is her "greatest effort to date," though she has written almost a hundred plays. "To me," she says, "the humble mailmen are far more colourful and picturesque than most laymen realize. When we see them plodding along their routes through the long hours of the day, they appear rather drab and uninteresting. Their grey uniforms often heighten this impression. But when we get beneath that uniform and look into their hearts and their souls, when we know their lives as we show their lives in 'The Mailman,' one readily sees in them a world of drama. To me therefore, 'The Mailman' is the best story that has ever come from my pen."

QUEEN'S THEATRE.

William de Mille's splendid Paramount picture production, "Bought and Paid For," a picturization of George Broadhurst's stage success, featuring Agnes Ayres and Jack Holt, popular Paramount stars, won its way to popular favour on its presentation at the Queen's Theatre yesterday. The picture is a literal translation of the original stage play, but in screen form it is even more vivid and impressive. It was adapted by Clara Beranger, and every scene shows the artistry of William de Mille, the producer, and of the players under his direction. He has brought the play to the screen without losing any of its big moments, while at the same time giving them a pictorial value which they lacked on the stage. Miss Ayres is delightfully cast as Virginia, while Jack Holt is, as usual, artistic in his portrayal of the drunken husband, Robert Stafford. Walter Hiers has an excellent comedy role of which he makes the most. Efficient support is rendered by the supporting players including Leah Wyan, Bernice Frank, Ethel Wales and George Kuwa.

THE CORONET.

British indeed was the character of yesterday's opening of the British Film Week at the Coronet Theatre. It dominated everything, even to the music, which consisted of some of the songs that were hummed and whistled from morn to eve—and after, without the days of long ago, and which seem to have lost none of their witchery with the passing of time. A trip round London was the opening item, told by an American who comments favourably on all the interesting sights that come to his eyes—and good they are too. "Our Own Topical" is also distinctly British, comprising the latest news from Home. But Betty Balfour in "Squibs M.P." is England of the English. We are taken to Paris and back again to London in the fortunes of the sprightly girl who has won riches by means of the Calcutta sweep. Chief interest centres in typical election scenes and in "Squibs" making a speech in the House of Commons in favour of (Continued at foot of next column.)

NOTICE.

THE HONGKONG AND KOWLOON WHARF
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NOTICE IS HEREBY GIVEN that the undermentioned Cargo at present stored in this Company's Godowns at Kowloon and West Point will be SOLD by PUBLIC AUCTION unless Cleared on or before the 25th NOVEMBER, 1924, and/or the Charge in respect thereof Paid—

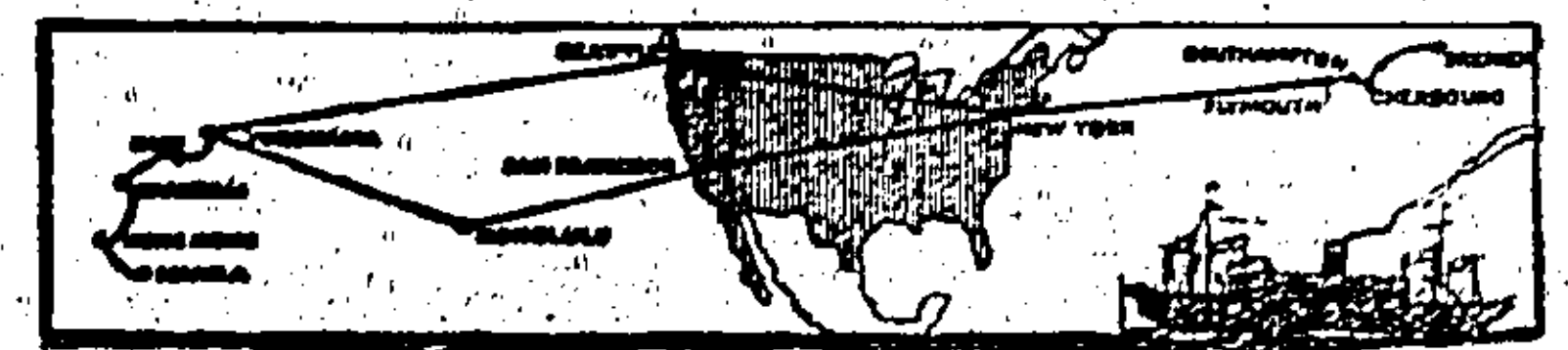
Lot	Storero's Name	Held to Order of	Date Stored	Cargo
3589	Chan Sin Pak	...	March, 1918	60 ca. Antimony Ore
4467	"	...	May, 1919	40 ca. "
7240	Other George	Bank of Canton	May, 1919	1,435 bags "
D38378	"	"	July, 1918	274 bags "
C15161	Li Shueh Fan	"	Sept., 1912	1 case Silvered Plates
C15162	"	"	"	1 case Plate Glass
C94181	Astor House Hotel	"	Dec., 1918	3 ca. Wine
D38303	Bank of Canton	"	June, 1919	180 pcs. Iron Plates
D38304	"	"	"	150 pcs. "
D97611	Hastings Hodge & Co.	International Banking Corp.	Aug., 1918	2 ca. Brandy
D97615	"	Bank of Canton	June, 1919	2 ca. "
D98107	"	"	Sept., 1920	17 ca. "
D99908	"	"	April, 1920	2 ca. Whisky
E10143	"	"	July, 1920	10 ca. Whisky
E12719	L. E. S. Hodge	"	Jan., 1923	20 ca. Champagne
D78227	Kuhara Trading Co.	"	May, 1920	2 pkgs. Cardite
D81385	Hongkong Mercantile Co., Ltd.	"	Oct., "	3 cks. Ammonia
D83301	Union Engineering Co., Ltd.	"	Nov., "	1 crate Stores
E36052	Vasquez Carreras & Co.	Hongkong & Shanghai Bank	Sept., "	19 brls. Clay Pigeons
E36230	South China Trading Co., Canton	"	Oct., "	3 cks. Chlorate of Potash
E11691	Extreme Orient Trading Co.	"	Aug., 1921	14 ca. Brandy Sample
E34446	Kokwado Co.	"	March, 1923	10 ca. Pills
E33795	China Mining and Metal Co., Ltd.	"	April, 1923	12 ca. Medicines
E33796	"	"	June, "	13 pkgs. Chemicals
E33799	"	"	"	14 ca. Chemicals
E33799	"	"	"	Apparatus
E33836	"	"	"	10 ca. Chemicals
E37308	Universal Import and Export Co.	Bank of Indochine	June, 1921	1 ca. Documents
E37309	"	"	"	72 ca. Mineral Waters
E37372	"	"	"	108 cts. Clocks
E37373	"	"	"	2 ca. "
E11211	"	"	"	49 ca. Brandy
E11212	"	"	"	16 cts. Champagne
E11213	"	"	"	1 ca. "
E11214	"	"	"	5 ca. Brandy
E33645	Banque Industrielle de Chine	"	Jan., "	625 coils Wire Rods
E33654	"	"	"	627 coils "
E33670	China Specie Bank	"	Nov., 1920	128 pkgs. Sulphur Black
E3491/2	"	"	Dec., "	25 pkgs. Aniline Dye stuff
E33593/5	"	"	"	40 pkgs. Sulphur Black
E33594	"	"	"	25 pkgs. Aniline Dye stuff
E33608	"	"	"	3 pkgs. "

W. S. BROWN, Secretary. [1467]

Hongkong, 10th November, 1924.

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babies—even against the Singapore base. The fun in the hazy ring of the country house is simply un-reverent. This is carried through in great style and causes roars of laughter. The whole

gives a splendid idea of British comedy, done by past-masters in their profession. Given a succession of similar pictures, the British Film industry need fear no rivals.

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Men who are careful of their appearance hold Henry Heath hats in high esteem for Comfort and Distinction.

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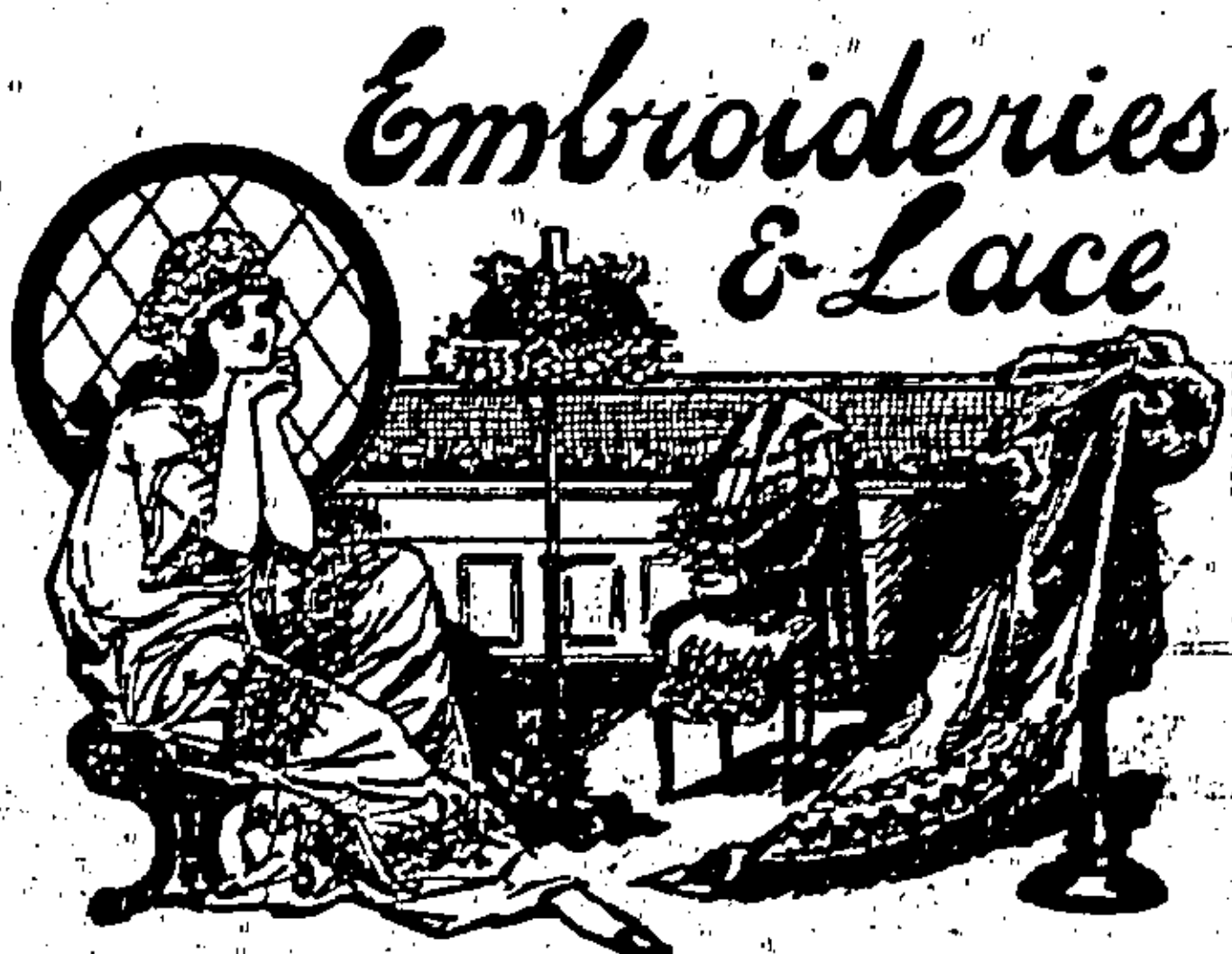
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HONGKONG.

"ORIENTATIONS."

HONGKONG AT HOME.

The following article was contributed to the *China Express and Telegraph* (London).

The casual visitor to Wembley this afternoon must have wondered why the Hongkong section was closed to the public from 2 p.m. to 6 p.m., when there was yet every evidence of great activity behind the screened-off entrance. The majority of people gained the impression that Royalty was making a somewhat lengthy visit to this, the most interesting to the Occidental mind, of our Eastern Empire's exhibits at Wembley. The occasion, however, was a farewell "At home" given by the Commissioner, the Hon. Mr. E. R. Hallifax, C.B.E., and Mrs. Hallifax to Hongkongites, past and present.

It was a happy thought to bring together as many as possible of those men and women, to whose labours, commercial, industrial, political, social, we owe the prosperity and well-being of the little island colony—that Britain of the Far East. An outsider present at to-day's reunion could not fail to be impressed by the general friendliness and *bonhomie* that surrounded him. Each well-known name announced at the top of the restaurant stairs, where Mr. and Mrs. Hallifax stood to receive their guests, was greeted by a buzz of acclamation, and each new-comer was hailed by a score of friends as he passed between the crowded tea-tables. Nor were the absent forgotten. Scraps of conversation overheard: "Where's So-and-so?" "Oh, he's gone back!" or "He's awfully sorry he couldn't come to-day." To the outsider with "imagination" scraps of conversation were perhaps the most illuminating of all—sidelights on personality: "Why, Mrs. So-and-so, how jolly to see you! Where's Bill?" And Bill, it appears, is not due home on leave until next June; meanwhile Mrs. Bill is living at home for the sake of the children's education. And who shall say that she is not paying as full a share of the price of Empire as Bill "carrying on" over-sea?

Who shall say, either, what heartbreak lies behind this? "You remember my little girl? Grown? Why, yes, I hadn't seen her myself for three years till I came home this summer." Home! Always home! "Are you home for good now?" "We hope to come home next year." "Are you glad to be settled at home?" The answer to this last question is listened for eagerly by the unashamed eavesdropper, so very illuminating is it. Let us whisper that it seldom comes with an unhesitating, unqualified "Yes." There is always a pause before the reply—a thought of regret, even when it comes with a joke: "Yes, but we're moving nearer London—seventy miles is too far from the Thatched House Club." The lure of the East is potent; the glamour of the East casts its spell; in retrospect particularly the life of the East seems good to live—hard play, but life, not stagnation.

A RE-UNION.
But this afternoon Hongkong has assembled to see and be seen—to leave friends returning Eastwards and to greet those just arrived—to congratulate Mr. Hallifax, Mr. C. H. P. Hay and others responsible for the success and smooth-running of the Hongkong section of the great Exhibition, which is, indeed, a striking example of organising ability. In short, this was Hongkong's "day out," and behold all London Hongkong in full strength drinking tea in its characteristic restaurant at Wembley. By way of concession to barbarian tastes, milk and sugar and sandwiches, and many sweet cakes had been provided, it being the British custom to take his habits with him wherever he goes. The pen of a fashion editor would be needed to do justice to the ladies' frocks—for Hongkong, he is said, is famous for its well-dressed women. There was one charming gown worn by a lady whose name a mere outsider did not catch, of soft black marocain enlivened by touches of wool embroidery in bright colouring. Another devotee to the fashion for black was Lady Stubbs, the wife of the popular Governor of the colony, Sir Reginald Stubbs. Mrs. Stubbs, the indefatigable hostess, wore, under a fur coat, a simple black satin gown relieved by a collar of the so fashionable beige *crêpe de Chine*. Lady Guggisberg was seen to be wearing one of the new straight coats of white cloth embroidered all over in black, with cosy collar and cuffs of white mouflon. Mrs. C. H. P. Hay was strictly *en tailleur* in a beautiful reddish-brown coat and skirt. Mrs. Stanley Dodwell looked charming, as ever, in black, with a peculiarly nice black hat turned up from the face in front, whilst her mother, Mrs. Butlin, was wearing a black velvet coat with handsome grey fur-trimming, under which could be seen peeps of a grey-beaded tunic frock which a smart black hat crowned most successfully. But it would seem almost invidious to mention these few amongst so distinguished an ensemble—unfortunately limitations of space preclude a more lengthy descriptive list.

A very interesting and popular feature of the function was the showing of a special film taken in Hongkong within the last six months to illustrate the commercial and industrial life of the city. The magnificent docks in particular, claimed to be the second largest in the world, were indeed a revelation to the outsider. They present a striking testimony to the energy and enterprise of those Britishers who have made their new island-home in the Far East a shipping and trade centre of which they justly may be proud.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

PROJECTED "RED" INVASION OF KWANGSI.

The Reds in Canton, thinking that they are quite well established in this Southern port since their temporary defeat of the Canton Merchants' Volunteers, who are working for home rule against Bolshevik invasion, are planning to carry their influence to Kwangsi, with the mercenaries under General Fan Shek-shang and General Liao Chen-huan as their vanguards. But the militarists already controlling Kwangsi, Generals Shen Hung-ying, Wong Shao-hung, and Li Chung-yan, have decided to combine their forces to oppose the invasion of the Reds. Dr. Sun Yat-sen has promised General Liao Chen-huan the governorship of Kwangsi, provided, of course, that he is able to fight his way in.

According to Mr. Tin Man, writing in the *Wu Sheng Chung Wai Pao*, General Fan is printing \$2,000,000 worth of military notes for circulation in Kwangsi and in the West River districts of Kwangtung, through which his men will have to pass to their destination.

CASUALTIES AMONG NON-COMBATANTS ON "BLACK WEDNESDAY."

After a long wait and in response to the request of the Red Committee on Reconstruction for the relief of Cantonese suffering from the recent massacre in Canton, the police chief, General Wu Te-chen, has reported that the non-combatants killed or wounded on Black Wednesday, October 15th, when the Reds destroyed some 700 or more buildings, were 56 killed and 33 wounded.

RICE TO BE EXPORTED.

The long-established Cantonese law prohibiting the export of rice as a food conservancy measure is being repudiated by the authorities. The commissariat-general in charge of finance in the General Headquarters has decided to permit 500,000 piculs of fine rice to be exported on payment of a special tax of one dollar per picul. Mr. Chau Siu-tong has been commissioned to collect this tax.

"LITTLE HSU."

General Hsu Shu-tseng, popularly known as "Little Hsu," who has been sojourning at Canton the last fortnight, has written farewell letters to the Red leaders in Canton, saying that he is leaving Hongkong; but he has not stated where he is going.

RICE CROPS.

Reports from Tsangshin and other Cantonese towns indicate that the rice crops this season are plentiful and the harvest now proceeding is giving satisfaction. In most cases, there is an average of five piculs of paddy to every *mu* of rice-patch, and the price of the best quality of paddy is not expected to be more than \$4.50 to \$4.80.

GOVERNMENT LAND GOING CHEAP.

Government lands in Canton are going cheap. According to the *72 Guilds Commercial Journal*, the Red authorities in Canton are offering a lot, consisting of 27 *mu*, for sale at an upset price of \$9,000. This lot was recently purchased by the Rev. Siu Yu-chi for only \$2,504.12, but the sale was later cancelled on the ground that the Rev. Mr. Siu had paid depreciated Canton notes for it. Since the new city treasurer in Canton is not so friendly to the Rev. Mr. Siu as was Mr. Wong Tong, the sale was cancelled the other day, and the lot will be sold again, this time publicly, on November 25th, at noon, in the Treasury Building.

DEMANDS FOR COMPENSATION.

The Workers Conference of the Kuomintang are demanding that the Volunteers responsible for the death of the Reds on October 15th shall be arrested, that the relatives of the dead shall be well compensated, that a suitable memorial be erected in honour of the Reds who fell that day, and that a service for the sacrifice to the departed be held. It is desired that compensation shall be paid to the relatives to the extent of \$20,000 for each Red who was killed; that a pension of \$10,000 be paid to each man who is permanently injured; and that those slightly wounded be awarded \$1,000 each. The authorities have so far failed to act on the recommendation of the Workers Conference of the Kuomintang.

THE MAYORALTY.

The question of the mayoralty of Canton is delaying the departure of Dr. Sun Yat-sen for Shanghai. Mr. Hu Han-min, the Civil Governor in Canton, is proposing for appointment Mr. Chau Lu, at present president of the Kwangtung University, while General Fan Shek-shang, commanding the 3rd Corps of the Yunnanese mercenaries and garrison commissioner at Canton, is nominating Mr. Li Chung-huan, Chief Aide-de-Camp to General Fan. General Fan is offering a problem to Dr. Sun, as the Yunnanese commander has expressed the view that, unless his nomination is accepted, he will probably lead his men back to Yunnan, thus depriving the Red Generalissimo of a great deal of support.

CORRESPONDENCE.

CONCERNING KOWLOON HOSPITAL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In view of His Excellency the Governor's remarks at the Legislative Council concerning Government support for religious institutions in the Colony, it is interesting to observe that the Government is not only building and equipping what is in reality a Medical Mission for the American Roman Catholic nuns of the Maryknoll Mission, but, if Dame Rumour is correct, they have also set apart one room for their use as a Chapel. Moreover, the nuns will have no anxiety about maintenance, no worry with regard to subscriptions, donations, etc., such as other Medical Missions have to endure, since they will be maintained by the rates and taxes of the Colony.

Is not this, to say the least, a most remarkable proceeding for the Government of a British Colony? Yours, etc., BRITISHER.

November 10th, 1924.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—During the past two weeks I have frequently discussed with Kowloon friends (mostly non-Catholics) the letters which have been appearing in the Press with reference to the staffing of the Kowloon Hospital, and I can assure those gentlemen who are waxing so wrath over the agreement into which the Government has entered with the American Sisters that they will—if they attempt to sound it—find that public opinion in the Peninsula is extremely resentful at the attitude taken up by those who have been posing as the representatives of that public opinion. These scribbles possibly represent the opinion of their own little clique, and may be able to call a meeting and forward a petition protesting against the decision of the Government and of the Committee of the Kowloon Residents' Association; but that meeting and that petition would represent only that particular little clique and not the considered opinion of the people of Kowloon. If those agitators are honest, and if they continue to question the decision of the Committee of the Kowloon Residents' Association, let them declare that they will be prepared to abide by a vote taken at a meeting of all foreign residents of Kowloon specially called to vote on the question: "Do you approve of the decision of the Government and of the Committee of the K.R.A. to employ Catholic Sisters to staff the new Kowloon Hospital?" At such a meeting the only business should be the taking of the vote, and there should be no "spouting" to stir up religious prejudices to get at the truth of this whole matter, and I learn that the Hongkong Government, being aware of the fact that the employment of Catholic Sisters had proved so successful in public hospitals elsewhere—notably the Shanghai General Hospital and the Government Civil Hospital at Colombo—took up the consideration of their employment for the Kowloon Hospital as early as 1920, when it approached the late Mr. E. J. Noronha, J.P. (one of the most prominent and most widely respected residents of Kowloon), and requested him to ascertain whether it would be possible to secure the services of the Franciscan Missionaries of Mary—the Order which staffs the excellent Shanghai General Hospital, a public hospital under the control of a body of nine Governors elected annually, three by the Consulate, four by the ratepayers of the International Settlement, and two by the Council of the French Consession.

The Franciscan Missionaries of Mary were, however, unable to spare Sisters for Hongkong, and a decision was delayed until it was ascertained, early in 1923, that the American Maryknoll Sisters, who were about to establish hospitals in the Kwangtung Province, might find it possible to undertake the work. Before entering into an agreement with these Sisters the Government very wisely invited the opinion of the Kowloon Residents' Association. The matter was fully considered by the Committee of the K.R.A., which informed the Government that it approved the scheme on certain conditions, i.e., that full control of the Hospital be retained in the hands of the Government, and that the Sisters, all religious influences being strictly excluded.

These are, I understand, the conditions of the agreement into which the Government has since entered with the Sisters. The hospital will be a Government hospital, and will be in charge of a Government Medical Officer, who will be assisted, if necessary, by other Government Medical Officers. The Sisters will, in all matters, be on the same footing as the secular Sisters employed in the Government Civil Hospital, and the services of any Sisters violating any of the conditions of her appointment (e.g., that relating to the strict exclusion of religious influences) may be immediately dispensed with.

Finally, I would have the few noisy opponents of the Government's action understand that the vast majority of the residents of Kowloon believe that what is good enough for the public of Shanghai and Colombo is good enough for them, and are in full agreement with the decision of both the Government and the Committee of the K.R.A. If they doubt it, let them be prepared, as I have suggested, to abide by a vote of the whole foreign community of Kowloon. If they are not ready to do this, let them for ever hold their peace. It is the privilege—and the duty—of a minority to be silent. I remain, yours truly,

KOWLOONITE.

Hongkong, November 10th, 1924.
(Continued on next column.)

TRUCK CRASHES THROUGH WALL.

SERIOUS ACCIDENT AT CAUSEWAY BAY.

A serious accident occurred at Causeway Bay yesterday morning, shortly after seven o'clock, a Public Works Department truck crashing through the wall of A. King's slipway premises. It is stated that the truck was travelling empty in the direction of North Point, when it swerved on to the pavement and crashed into the wall. There were two men in the truck, but neither sustained any injuries beyond slight bruises, but a Chinese employee of the Hongkong Electric Company, who was walking on the pavement at the time, was caught by the truck, and sustained a serious fracture of the right leg and several gashes under his chin.

He was picked up in an unconscious state and taken to the Hospital, and is not expected to recover.

DR. SUN YAT SEN.

OBJECTION TO HIS ENTERING SHANGHAI.

The *N.-C. Daily News* has urged that Dr. Sun Yat-sen should not be allowed to enter Shanghai.

Our contemporary says: "In urging that Dr. Sun shall not be allowed to enter Shanghai, we have no personal feeling against him. In the past we have disliked his policy but respected his idealism. Even now the fact of the burning of Canton by his Red troops is between him and the Chinese, and does not enter into the question of his admission to Shanghai, although it might well be argued that we owe something to the immensely long list of Cantonese organizations here which unsparingly denounced him for the murderous attack on Canton. There is only one fact which the authorities of Shanghai have to consider, but it is paramount; that Dr. Sun's whole life, all his influence, all his energies are devoted to aims which keep China in turmoil and it is utterly undesirable and improper that he should be allowed to prosecute those aims here. It would be a flagrant breach of the neutrality which Shanghai has striven to maintain through the war. If Dr. Sun must plot, let him go and do so elsewhere."

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Mr. Macdonachie, preaching last Sunday on the text: "We must work the works of Him that sent Me," evidently interpreted his work to be the stirring up of religious strife in this Colony. In his efforts he does not hesitate to adopt the camouflage lessons learnt in the Great War, and he attempts to cover up his sectarian bitterness by references to "the exclusion of our own countrywomen," and "the calling in of a foreign sisterhood."

Our American cousin declares that he is "not stressing the religious side of the matter." "The point of patriotism is enough." I wonder whether the rev. gentleman would be prepared to welcome a community of Catholic Nursing Sisters from England. Again, I wonder! Oh, Lord, how those Christians love one another! This manifest camouflage will not deceive even a small minority of the broad-minded Britons of this Colony. At Home such methods would be scoffed at, and the people of Kowloon are, if necessary, prepared to prove to this small noisy section of bigots that there is to-day no room in our broad Empire for the vile methods of those who would spread the poison of religious hatred. The men who would introduce the principles of the Ku Klux Klan into Hongkong must know that their work is absolutely opposed to the spirit of Christ. It was a Protestant, Henry Ward Beecher, who once declared that those "who foster religious intolerance need another Christ to die for them!" I am not sure whether Mr. Macdonachie is a Scotchman, but I would remind him of Robert Louis Stevenson's tribute to Catholic Nursing Sisters:—"To see the infinity of this place—The mangled limb, the devastated face, The innocent sufferer smiling at the Red—A fool were tempted to deny his God."

"He sees, he shrinks; but if he gaze again, Lo! beauty springing from the bed of pain. He marks the Sisters on the mournful shores—And even a fool is silent and adores."

I am, etc., BROADMINDED.

November 11th, 1924.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—The Rev. Kirk Macdonachie appears to revel in a fight, and never loses an opportunity of taking up the cudgels when a scrap opens. It is, however, much to be regretted that a clergyman of a Hongkong church should not have considered it beneath his dignity to be drawn into the disgraceful exhibition of narrow-minded bigotry which has been disfiguring the pages of the local Press for some time; concerning, too, a matter which is entirely one between the Government and the residents of Kowloon, neither of which parties is likely to allow itself to be dictated to by a small number of people on the Hongkong side of the harbour, who, under the cloak of patriotism, are striving to arouse in this peaceful cosmopolitan community these old narrow religious prejudices which the people of England buried in a dishonoured grave a generation ago—Yours, etc., ANTI-BIGOT.

November 11th, 1924.

ARMISTICE DAY.

HOW HONGKONG HONOURED THE GREAT ANNIVERSARY.

SCENE AT THE CENOTAPH.

EASMA CLUB DINNER.

Yesterday was Armistice Day, and Hongkong observed it with fitting ceremony. As in previous years, arrangements had been in preparation for a long time before the actual day, for the celebration of the great anniversary in the fitting spirit of reverence and happy thanksgiving.

POPPY DAY.

In common with every other part of the British Empire, Armistice Day in Hongkong was made the occasion for the sale of "Flanders Poppies," on behalf of the British Legion in aid of the dependants of those who fell in the World War, and distressed heroes still surviving it.

From an early hour yesterday morning, the streets of the Island and Kowloon took on a gay note as the result of the magical appearance of a number of charming ladies, all carrying large baskets of poppies.

With a fascinating impetuosity they approached all and sundry, imperiously halting motor-cars and rickshaws in order to sell their poppies to the passengers, and many boldly invading even the most forbidding-looking business houses to ply their charitable trade.

The names of the fair vendors on the Hongkong side were as under:—

Miss Airey, Miss Ram, Miss Bird, the Misses Holyoak, the Misses Harston, Miss Miller, Miss Matheson, Miss Hollingsworth, Mrs. Childs, Mrs. Clemes, Mrs. Brooks, Miss Thwaites, Mrs. Wilson, Mrs. Montana, Mrs. Scott, Miss Barton, the Misses Ellis, Miss Cotton, Mrs. Dunnett, Mrs. Cassidy, Miss Stubbing, Mrs. Whyte-Smith, Miss Georgeghan, Mrs. Pearce, Miss Owen-Hughes, Mrs. North, Mrs. Fitzroy-Williams, Mrs. Bernard Brown, Miss Brown, Miss Grant, Miss Weill, Miss Dunn, Miss Peck, Mrs. Hawker, Mrs. Plummer, Miss Judah, Mrs. Haslam (at Repulse Bay), Miss Stewart, the Misses Steel, Mrs. Hunt, the Misses Hunt, the Misses McEwen, Miss Landolt and Miss Leach.

The names of the patriotic ladies who did splendid work at Kowloon and the New Territories were: Miss Albuquerque, Miss P. Almada, Miss Barua, Miss D. Brooks, Mrs. Buckboro, Miss A. Blythe, Miss P. Capelle, Miss L. Carr, Mrs. G. Charlton, Mrs. Cook, Mrs. C. M. de Courcy, Miss E. Danenberg, Miss E. Donald, Miss L. Dunn, Mrs. R. F. Forbes, Miss M. George, Mrs. Harrington, Mrs. W. F. Hast, Mrs. E. A. Hynes, Mrs. Jorge, Mrs. Jackson, Miss M. King, Miss I. Lummet, Miss L. E. Lammert, Miss E. Lammert, Mrs. E. L. Matteson, Miss M. Martin, Miss Meyers, Miss B. Morgan, Miss E. Moses, Miss G. MacNider, Miss K. Nightgale, Miss Odell, Mrs. H. W. Perry, Miss J. Raven, Miss I. Raymond, Miss A. Rose, Miss G. Saunders, Miss M. Scott, Miss I. Schierhorst, Miss D. Smith, Miss J. Soares, Miss M. Sousa, Miss E. Steele, Miss B. Taylor, Miss M. Wittchell, Miss E. Wiltshire, Miss F. Wiltshire, Miss P. Wooley, Miss H. Wylie, Mrs. M. C. Xavier, Mrs. F. J. Easterbrook, Miss P. Owen, Mrs. Hoy, Miss C. Xavier, Miss B. Moss, Miss F. Blythe.

Drives were organised in other districts and were directed by the following:—

Military establishments, Captain J. L. Collings (Royal Corps of Signals).
H.M. Ships, the Commodore's office.
Central Police Station and district, Sub-Inspector A. N. Reynolds.
University district, Mrs. C. A. Middleton Smith.
Happy Valley district, the Rev. O. Clouston Ford.
Causeway Bay district, East Point Recreation Club.
Quarry Bay district, Tai Koo Club.
Repulse Bay, Mrs. G. F. Haslam.
Ho Mun Tin, Mr. A. F. Osmund.
Kowloon Docks and district, Kowloon Dock Recreation Club.

Mrs. Easterbrook was in charge of Kowloon.

A Poppy Day Poster, auctioned last night at the Kowloon Cricket Club, realised the truly magnificent sum of \$2,200. This compared with \$500 and \$300 for the previous two years.

E.A.S.M.A. DINNER.

The Hongkong Ex-Active Servicemen's Association held an Armistice dinner last night at the Hongkong Hotel, which was well attended. Mr. T. Laurensen presided.

Following the loyal toast, Dr. Fenton proposed "The Association," and said that on a day such as Armistice Day he could not help but think that the Association must not be merged or submerged into the Club. They had to remember that there was no proper provision in the Colony for their men who were unemployed and down and out.

A man who was down and out in the Colony had only the House of Detention to go to, and there was a stigma attached to that. When a man had been in the House of Detention, it was hopeless for him to try and get a job in Hongkong. It was up to the Association and their Committee to get some kind of Hostel so that they could keep and render assistance to those men who were down and out.

Mr. Laurensen said, as the newly elected President of the Association, that it was sufficient to say that assistance in various way was being administered to those who required help. This was due in many ways to their generous benefactor, Sir Paul Chater. To-day there was a world wide "Poppy" appeal to assist those men and their dependants. To the men who fought, life was a secondary consideration when the honour of the Empire was at stake. The effort in Hongkong had been most successful, and it was hoped the Executive would collect double the amount realised last year. He had been told that that was assured.

Mr. N. McIntosh proposed the "Silent Toast," when a bugle sounded the Last Post.

Mr. Feltham proposed "The Services," and hoped that they could all look back on some friendship that they owed to their service during the war. They certainly gained experiences with which they would be loath to part. In this Colony they found that the Services were an intricate part of their lives. They were always seeing some of their work and popularity, and he trusted that in the future the Association would be as closely allied to the Services as in the past.

Comdr. Tate, D.S.O., responding on behalf of the Navy, apologised for the absence of the Commodore. He said the Hongkong Station was always popular. The hospitality of the East always remained the same.

The General Officer Commanding the Troops, Sir John Fowler, K.C.M.G., C.B., D.S.O., replied on behalf of the Army, and thanked the Association for their hospitality. It was a great pleasure to be with the comrades who served with them during the Great War.

He mentioned that at the same time six years previously he was passing an ammunition dump in a train, when some bright youth thought that this ought to be expended. Consequently this youth applied a match, and as he passed smoke screens, rockets, etc., were all going off. He very much appreciated the fireworks display, but at the same time would rather have been a greater distance from the scene. He wondered whether any gentleman in the assembly was responsible.

With regard to the Easmas, the Military here had the sincerest sympathy with the Club. The most important side was that which dealt with comrades down and out. There was the social side, too, and when a man came out to Hongkong it was a great thing that he should find a club in which the members were comrades who fought with him in the War, and that they were ready to help him in his social life, and would do their best to make his life pleasant and happy.

There were Army, Navy and Air Service men in the Club, and as the years went by they would get older and older, and one day there would be only one member of the Easmas Club. The scars left by the War were being healed up, and France was being re-organised and rebuilt.

A great many people said that the Great War would be the last, but in the last few months in China, a good many people had been wondering about their safety. Every man ought to be an insurance for preparedness. Unpreparedness undoubtedly prolonged the Great War, and he appealed to ex-Servicemen to use their influence in preventing that occurring again. "He was sorry to say that he was leaving the Colony and the Command next year, but he would always be interested in the Association and do what he could for it."

Mr. McReynolds proposed a vote of thanks to Sir John Fowler.

Mr. H. Chaney toasted the visitors, and Col. Butterworth replied.

V.R.C. CARNIVAL.

MERRY EVENING IN AID OF CHARITY.

Spontaneous gaiety was the keynote of the proceedings at the Victoria Recreation Club last night, when a fancy dress ball was held in aid of Earl Haig's Fund.

From the first dance until the wee small hours, when the last of the revellers went unwillingly away, there was not one moment when the merriment flagged. The whole affair reflects high credit on Mr. E. C. Wittchell, the tireless Hon. Secretary of the club.

An amusing item in the evening's entertainment was when a real live British member of the Hongkong "police force" marched gravely into the ballroom, and proceeded with great solemnity and sternness to "arrest" the dancers.

These were promptly hailed before the "Judge," who let them carry on their frivolities on payment of a "fine" which was duly credited to the Fund.

During the evening, members of Signor Carpi's Italian Opera Company sang some delightful vocal selections, and the corps de ballet under the prima ballerina, Mlle. Helen Cook, also gave a pleasing performance.

The programme of splendidly rendered and up-to-date dance music was provided by the Lyric Dance Orchestra, composed of: Dick d'Almada, pianist-conductor; Francisco Rocha, saxophone; Reinaldo Remedios, alto saxophone; and Luis Xavier, trap-drummer.

LOCAL SPORT.

CHARITY FOOTBALL.

SERVICES & THE REST

Half an hour before the kick-off the full band of the East Surrey Regt. under the baton of Bandmaster Bradshaw played selections on the Club ground while the crowd was gathering to witness the Charity match arranged to be played for the Poppy Day fund. The stands were well patronised, and much amusement was caused by Felix and his big brother who led a party with collecting boxes.

Mair and Wheeler were the only changes from the teams advertised, and a very well contested game ended in a draw of three goals all.

The Services took the lead early in the game, Eaton scoring from close range. The best should have levelled up in the next minute, but Johnson missed in front of goal with only Wavish to beat. However the Police player made amends shortly afterwards when he sent the ball into the net after the Services goalie had saved from a header by Forsyth. The game was very fast, and at the interval the score was a goal each.

From the restart the Services put on pressure, but found Wheeler and Bishop safe, and Clarke dealt with any shot that came his way. The Rest scored through Johnson, who got his head to the ball from a dropping shot from Clemo, and steered it into the net.

Shortly afterwards the Services levelled up from a penalty. Butler shot hard at Clarke and the goalie, in saving, overbalanced himself, and Butler following up sent the ball into the net. The East scored for the lead, and were rewarded when Clemo sent in a twisting shot which Wavish failed to hold. He hooked the ball out after it had passed the goal-line, and the referee gave a goal, with the Services defence protesting.

The lead, however, was not long maintained, for Humberstone working in gave Clarke no chance with a fast low shot, and made the score three goals all. The Services had the better of the exchanges in the falling light, but there was no further scoring, and the final whistle found both teams equal and the score three goals all.

The Chinese pair played well on the left wing, Lai Wai Tong being outstanding.

SHANGHAI CRICKETERS.

ARRIVAL OF INTERPORT PLAYERS.

The Shanghai Interport cricketers arrived yesterday morning on the S.S. Empress of Russia, the twelve members of the team being: Capt. E. L. M. Barrett, C.I.E. (Captain), Dr. W. E. O'Hara (Vice-Captain), and Messrs. D. W. Leach, J. Quayle, T. W. L. Wilson, G. C. Barnes, Clifford, A. J. W. Evans, E. C. Peck, P. Carr, G. F. Gardner, H. C. B. Peck and D. C. Burn. Messrs. E. Duckett and T. L. Rawnsthorpe, other members of the team, had come to Hongkong previously, so that there are 14 men from whom a side may be selected.

All day yesterday the ground of the Hongkong Cricket Club was placed at the disposal of the visitors for practice.

HOCKEY.

CLUB "A" & UNIVERSITY.

The following will represent the Club "A" team at Happy Valley to-day (Wednesday) at 5 p.m.:—H. O. Macnamara, J. Wedlake, G. Bond, C. E. Lloyd, L. A. E. Duncan, H. E. Rose, W. H. Locke, L. R. Blacking, J. Kinross, J. O. Feers, and A. Bower (capt.).

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PROVISIONS.

		Crs.
PICKLES (Assorted Kinds)	per pint bot.	.55
LAMB & GREEN PEAS	" 1 lb. tin	1.20
CALVES TONGUE	" 10 oz. glass	1.20
GALANTINES	" "	.50
SALAD DRESSING	" small bot.	.50
TOMATO CHUTNEY	" bot.	.75
AL SAUCE	" "	.50
INVALID CALVES FOOT JELLY	" 10 oz. bot.	.50
POTTED FISH PASTE	" glass jar	.35
" MEAT	" "	.25
LEMON CURD	" 10 oz. jar	.75
INVALID SOUPS	" 1 pint bot.	.20
ESSENCE of CHICKEN	" small "	1.55

LANE, CRAWFORD, LTD.

TELEPHONE 4567.

Est. 1850.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.

GENERAL MANAGERS

HONGKONG.

COLUMBIA RECORDS

ROBERT BURNETT. SCOTCH BARITONE.

3323 A MAN'S A MAN FOR A THAT
3324 MY LOVE SHE'S BUT A LASSIE YET
3325 SCOTCH WHA HAE
3326 WILLIE'S GANE TO MELVILLE CASTLE
3327 A WEE WEE GERMAN LAIRDIE
3328 I GAED A WAEFU' GATE YESTREEN
PURE MUSIC NO SCRATCH

ANDERSON'S.

"THE MAN IN DRESS CLOTHES"

APPRECIATES THE "POWELL" SERVICE.

In Powell-tailored dress clothes he looks smart and feels comfortable.

Powell evening suits are cut for comfort, yet give the wearer a well-groomed appearance so necessary for the ballroom or evening party.

Perfect Fitting, Latest Style, Silk Facings and Silk Linings they are the acme of perfection.

Now is the time to place an order with us for St. Andrew's Ball.

Wm. POWELL, Ltd.,
GENTLEMEN'S TAILORS & OUTFITTERS.
HONGKONG HOTEL BUILDINGS. FEDDER STREET.



NEW ADVERTISEMENTS

ST. STEPHEN'S COLLEGE.

AN EXAMINATION FOR NEW BOYS will be held on MONDAY, NOVEMBER 18TH, at the School, 6, Prospect Place (off Bonham Road), at 9 a.m.

There are a few vacancies both for Boarders and Day-boys; and a New Class for Beginners will be formed.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "HECTOR" are hereby notified that the Cargo will be discharged into the Godowns at the Godown Wharf, and subject to the Terms and Conditions of Storage at the Godown Wharf. The Cargo will be ready for delivery from Godown on and after 11th November.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the three storage periods.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 17th November, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th November, 1924. [1480]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BEMACDHUI"

CONSIGNEES of Cargo are hereby informed that all Goods being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 25th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 11th November, 1924. [1481]

S.S. "ANGKOR."

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from MARSEILLE, S.S., etc., in connection with above Steamer are hereby informed that the Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 18th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 21st instant, or they will not be recognized.

All damaged Packages will be examined on Monday, the 17th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUESS, Agent.
Hongkong, 11th November, 1924. [1482]

NOTICE.

HONGKONG SHAREBROKERS' ASSOCIATION.

THE following are Members of the above Association—

A. H. CARROLL	HARRY O. ODELL
M. A. RAZACK	SOO PEI SHAO
J. W. KAW	W. J. CARROLL
O. KITCHELL	P. M. HODGSON
YIP YUNG PAK	M. P. LO
F. M. L. SOAKES	F. X. V. RIBEIRO
H. E. BOWARDS	LAU TAI PO
J. P. GROSS	A. A. LOPEZ
V. YANOVICH	F. X. D'ALMADA
A. P. GERVATZ	REMEDIOS
H. M. H. EMMAL	JACK BEHAR
SEU KOW CHI	

By Order of the Committee,
J. W. KEW, Secretary.
Hongkong, 12th May, 1924. [774]

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange—

ABRAHAM, ELIA	LAMBERT, H. A.
ALVES, A. A.	LOAN, W.
BAGRAM, J. T.	MATTHEWSON, R. T.
BENJAMIN, V.	NISIM, A.
BIRNBY, H.	PERKINS, L. S.
COX, M. J.	PORTER, G. H.
CHOUHARA, N. V. A.	POTTS, P. O.
ELIAS, F. M.	RAYMOND, E. M.
GOTTLBERG, A. A.	SILVA, P. M. N. da
KAW, FRED.	SMITH, F. R.
LAMBERT, GEO. P.	TESTER, P.

By Order of the Committee,
A. NISSIM, Secretary.
Hongkong, 6th May, 1924. [775]

INTIMATIONS

KOWLOON-CANTON RAILWAY (BARTON SECTION).

NOTICE.

THE Public is hereby notified of a CHANGE IN THE TRAIN SERVICE commencing 12th INSTANT. For Particulars, please see Time Tables.

H. P. WINSLOW, Manager.

HONGKONG ST. ANDREW'S SOCIETY.

NOTICE.

PRACTICE DANCES.

MEMBERS are Reminded that the FIRST PRACTICE DANCE will take place at the CITY HALL on THURSDAY, the 13th INSTANT.

Admission only by Slips attached to the Ball Invitation Cards.

By Order,
A. RITCHIE, Hon. Secretary.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

CERTIFICATE No. 918 for 5 Shares, 24 per Share paid up, Number 9629/9630 in this Society standing in the Name of HORNUSJEE COOPERJEE SETNA, of Bombay, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 5 Shares will be issued in its stead by the Society.

PAUL LAUDER, General Manager.

Hongkong, 24th October, 1924. [1405]

FIRST CHURCH OF CHRIST, SCIENTIST, HONGKONG.

ANNOUNCES A FREE LECTURE ON CHRISTIAN SCIENCE.

BY MR. JOHN W. DOORLY, C.A., OF LONDON, ENGLAND.

MEMBER OF THE BOARD OF LECTURERSHIP OF THE MOTHER CHURCH, THE FIRST CHURCH OF CHRIST, SCIENTIST, IN BOSTON, MASSACHUSETTS.

THE CHAMBER OF COMMERCE ROOM, CITY HALL.

MONDAY, NOVEMBER 17TH, 1924, at 5.30 P.M.

The Public is Cordially Invited to Attend.

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL.

NOVEMBER 15TH, at 9.15 P.M.

FIRST TOURNAMENT OF THE SEASON.

O.P.O. JIM CARLIDGE

CAPTAIN MATTY SMITH.

FIFTEEN 2 MINUTE ROUND CONTEST for the LIGHTWEIGHT CHAMPIONSHIP of the Colony. And About Six Other Minor Contests.

BOOKING at MOUTRIES for MEMBERS ONLY on NOVEMBER 10TH and 11TH. GENERAL PUBLIC—November 12th, 13th and 15th.

Prices—\$10.00, \$3.00 and \$1.00.

NOTE.—Members of the Hongkong Boxing Association are entitled to One Ringside Seat each for \$5.00 on production of their Membership Cards. Members are Requested to sign their Names when taking Tickets at the Reduced Rate.

THE QUEEN'S.

NOVEMBER 11TH, 12TH, 13TH, AND 14TH.

20% OF THE GROSS TAKING AT 9.15 P.M. PERFORMANCE.

ON THREE FOUR DAYS WILL BE DONATED BY US TO

EARL HAIG'S FUND

FOR "EX-SERVICE MEN"

A PARAMOUNT SUPERPRODUCTION

"BOUGHT AND PAID FOR"

WITH

AGNES AYRES & JACK HOLTE

COME & ENJOY A GOOD PICTURE

AND HELP TO SWELL

EARL HAIG'S FUND.

[1467]

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY MEETING of MEMBERS will be held in the JOCKEY CLUB ROOM, HONGKONG CLUB BUILDING, on MONDAY, the 24th of NOVEMBER, 1924, at 5.30 P.M.

By Order,
C. B. BROWN, Secretary.

THE HONGKONG AND CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on FRIDAY, 14th DAY of NOVEMBER, 1924, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from 8th to the 14th NOVEMBER, 1924, both days inclusive.

By Order of the Board of Directors,
M. MARUKI, Secretary.

Hongkong, 31st October, 1924. [1430]

INTERPORT CRICKET.

THE FIRST MATCH SHANGHAI v. HONGKONG will commence on THURSDAY, 13th NOVEMBER, at 10.30 A.M.

and will be succeeded by SHANGHAI v. MALAYA MALAYA v. HONGKONG.

All Matches to be played to a Finish. Start Daily at 10.30 A.M. Draw Stumps at 5 P.M.

TICKET INTERVAL—1.00-1.45 P.M.

A Stand will be provided for the General Public at the Corner of Queen's Road and Des Vaux Road.

A Charge of 30 cents Per Day will be made for Admission to This Stand. Each Ticket will hold good for the whole of One Day, but must be shown to obtain Re-admission on the Day of Issue.

A Stand will also be provided on the Roof of the Pavilion for Members, Subscribers and their Ladies.

(Entrance to This Stand by the Main Door, Statue Square).

The Seating Accommodation in front of the Pavilion will be reserved for Members and Subscribers only.

[1473]

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

AS, During the North-East Monsoon there is always a possibility of North-bound Steamers Running Short

OF BUNKER COAL,

This is to Inform You that TAIT & CO., AMOY (A Well-protected Port with Good Anchorage) have Stocks of

GOOD JAPANESE BUNKER COALS AT REASONABLE PRICES.

Wireless Messages via Hongkong or Formosa are Re-transmitted by the GREAT NORTHERN TELEGRAPH CO. and a Wire to "TAIT" or "COALBUNKER" AMOY, will Receive their Prompt Attention.

Bentley's Complete Phrase Code used.

[1437]

WANTED.

WANTED Good All Round Experienced ARCHITECTURAL and ENGINEERING DRAUGHTSMAN. Applicants should state Age, Experience and Salary required. Applications accompanied by Copies of Recent Testimonials should be addressed to the OFFICE IN CHARGE OF WORKS, H.M. Dockyard, Hongkong.

[1469]

TO LET.

A SHOP Facing the Harbour with Plate Glass Window adjoining the New P. & O. BUILDING, suitable for a Steamship Business. Frontage, 17 Feet; Depth 54 Feet, with Yard and Outbuilding beyond. Address—"A.B." care of Daily Press.

[1316]

TO LET.

TO LET—One SINGLE ROOMED OFFICE on 1st Floor, No. 14/15, PEDDER STREET.

Apply—PROPERTY OFFICE, JARDINE, MATTHEW & CO., LTD. [1196]

TO LET.

OFFICE ROOMS in CENTRAL POSITION Apply—LINSTRAD & DAVIS, [Alexandra Buildings.] [1309]

LIONEL BARRYMORE

(The Star of "Enemies of Women")

Supported by

SEENA OWEN & LOWELL SHERMAN

in

"THE FACE IN THE FOG."

THE "CORONET" REVIEW

(The latest news-reel of the world).

TO-DAY AND TO-MORROW AT

THE CORONET.

INTIMATIONS

DEWAR'S

THE SPIRIT OF HOSPITALITY

Hospitality provides the privilege of making others happy. It is quite an art in itself, capable of showing the very soul of man. Hospitality can ring, false or sound, a note as truly genuine as the ever-welcome merits of

DEWAR'S.

Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

ESTABLISHED 1841.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press

HONGKONG, NOVEMBER 12TH, 1924.

AERIAL TRANSPORT.

DISASTER has overtaken so many big airships that the public faith in the future of this means of transit has waned considerably, but the experts who are daily concerned with the possible developments in air transport are as optimistic as ever. Air Vice-Marshal Sir SEPTON BRANCKER made an important statement on the subject recently before a conference of the Institute of Transport held in the British Empire Exhibition. Sir SEPTON BRANCKER expressed the opinion that within the next ten years a bi-weekly airship service would be established between Great Britain and India and Australia, with an allowance of eleven days for the through journey, one across the Atlantic taking two and a half days, and one to the Cape taking five and a half days. After five years of inaction, the Government, he said, had at last decided to develop the airship as a commercial vehicle. Two big ships have been ordered, and while their construction is in progress, the Government will prepare air ports in India and at some half-way station, probably in the Canal zone. As soon as that half-way station is completed, *Zeppelin*—one of the old ships—will fly out there and operate from that base, with a view to collecting data regarding the maintenance and handling of airships in a tropical climate, of which we have no experience at present. The fact that airships need not be housed in a shed, except for the purposes of serious overhaul, is, he said, perhaps, the greatest step in progress accomplished in the whole history of airships. "Personally," said Sir SEPTON, "I have little fear for the eventual success of this enterprise. Airships will be of extraordinary Imperial value in the future. Two and a half to three years will pass before the first two big ships are flying, and after

that it may be another two years before we can establish a regular bi-weekly service to India." Meanwhile, he hoped that Singapore and Australia "would watch this progress, and be ready with air ports completed by the time that ships were available to fly the further stages from India to Australia."

Various routes in Europe will offer access to the East, and if these air transport developments are not to be regarded as vain dreams, but as "living possibilities," we may expect, when Russia's international relationships are placed on a proper footing, to see the Far East brought very much nearer to London than it will be when the Siberian railway is working again at its maximum efficiency.

Before the war, by means of the Siberian railway, mails reached Hongkong from London in seventeen or eighteen days. If airships come to be used as mail carriers across Europe and Asia, instead of the railway, we might expect to get our London mails in eight or ten days, including the transit by rail and steamer from North China. The obstacle to rapid development of the airship as a commercial vehicle is that public confidence in its possibilities is at present lacking, and consequently there is inadequate financial support. Speaking of the Cross-Channel aeroplane services, Sir SEPTON BRANCKER said: "It does seem ridiculous that this means of visiting every business centre in Europe at short notice and with the utmost rapidity is not far more used than it actually is." Australia is leading the world to-day in the development of air services for the use of the general public. The average Englishman would probably say that the Australian is more daring and more reckless. Sir SEPTON BRANCKER regards the airship as "the most comfortable means of progression we could possibly desire," and cooking, he said, could be done on an airship rather better than on a ship at sea. He had enjoyed an excellent five-course dinner dished up on an airship by a chef of the Ritz—a dinner cooked on the exhaust of the engine. What the general public needs to be thoroughly assured about, however, is that travel by airship is as safe as travel by ship or railway train. The airship enthusiasts say that it is so nowadays, but not until the public are thoroughly satisfied that it is are we likely to see any rapid and great development of airship and aeroplane services.

Lieut.-Col. W. P. H. Hill, C.M.G., D.S.O., who has just been posted to the command of the 2nd Battalion Loyal Regiment—the 1st Battalion is at Tientsin—at Tidworth, is the well-known army cricketer. He passed all his previous regimental service in the Royal Fusiliers, including the South African War, 1899-1902 (Queen's and King's Medals with five clasps), and in the late war he served with the 3rd Battalion of the Fusiliers and on the staffs of the 4th and 5th Divisions, 7th Army Corps, and the 4th and 5th Armies—all in the Quartermaster's departments. In the latter war he was mentioned in despatches five times, promoted brevet lieutenant-colonel, received the Legion of Honour, Order of Merit, 1914-15 Star, C.M.G., D.S.O., British War Medal and Victory Medal.

Lieut.-Comdr. R. A. Younge has been ordered to join the *Tamar* at Hongkong about the beginning of the year.

Mr. Tong Shao Yi has denounced General Feng's treatment of the China Emperor as unethical, unwarranted and despotic.

Mr. F. C. Thompson, who has been acting general agent for the Admiral Oriental Line at Yokohama since the earthquake of last year, has been promoted to general agent.

There will be a musicale at the Helena May Institute to-morrow (Thursday) at 5.30 p.m. Tea will be served from 4.30 p.m. Tickets, 50 cents each, obtainable from the Secretary.—Adv.

The Italian Grand Opera Co. have made a change in their programme for the next three days. They are giving "La Sonnambula" to-night; repeating "Cavalleria" and "Pagliacci" to-morrow, and giving "Manon" on Friday.

At this week's meeting of the Hongkong Lodge, The Theosophical Society, 16, Queen's Road Central, on Wednesday, November 12th, at 5.45 p.m., Mr. M. Manuk will lecture on "Reincarnation" and answer questions. The meeting is open to the public.—Adv.

A small quantity of firewood in the kitchen of No. 832, Canton Road, Kowloon, caught fire at 7 a.m., yesterday morning. The Brigade received a call, but when they arrived on the scene they found that the inhabitants had extinguished the flames with buckets of water.

The sloop *Petersfield* is to be recommissioned for further service on the China Station. The new crew will be sent by freight ship to Hongkong on January 15th next. The *Petersfield* was commissioned for her spell on the China Station in September, 1922, at Portsmouth. She is tender to the flagship *Hawkins*.

Among the passengers who arrived yesterday by the Blue Funnel steamer *Hector*, which is on her first voyage to the East, were Mrs. Aubrey, Mr. and Mrs. J. Bartholomew, Mrs. D. Danby, Mrs. Hodgson, Mrs. McHutchison, Mrs. Pattenden, Mrs. C. C. Porri, Mr. H. E. Parkinson, and Mrs. J. Reid and two children.

A Kokusai message from Dayton, Ohio, to the *Japan Advertiser* states that the establishment of a four-stop mail air-route from New York to Peking is being considered by the postal officials. Lieut. Caleb Nelson, who has flown the Alaska air-mail route for more than a year, is conferring with officials in connection with the proposal. The plan, contemplating stops at Reno, Nevada, Nome, Alaska, and in Manchuria.

Among the passengers of the *Empress of Russia*, which arrived yesterday, were Mr. Eldon Potter, Mr. P. Lauder, Rev. Father Robert, Mr. and Mrs. H. A. Cartwright, Mr. and Mrs. E. F. L. Sturdee and son, Mr. W. C. Shiner, Mrs. W. Adamson, Mr. and Mrs. A. Hicks, Mr. H. Seth, Mr. W. D. Goodfellow, Mr. S. Berg, Mr. W. Ironside, Mr. Yates, and Mr. H. R. Harling. The Shanghai Interport Cricket team came down on the steamer.

Lieut.-Col. W. P. H. Hill, C.M.G., D.S.O., who has just been posted to the command of the 2nd Battalion Loyal Regiment—the 1st Battalion is at Tientsin—at Tidworth, is the well-known army cricketer. He passed all his previous regimental service in the Royal Fusiliers, including the South African War, 1899-1902 (Queen's and King's Medals with five clasps), and in the late war he served with the 3rd Battalion of the Fusiliers and on the staffs of the 4th and 5th Divisions, 7th Army Corps, and the 4th and 5th Armies—all in the Quartermaster's departments. In the latter war he was mentioned in despatches five times, promoted brevet lieutenant-colonel, received the Legion of Honour, Order of Merit, 1914-15 Star, C.M.G., D.S.O., British War Medal and Victory Medal.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

MARSHAL WU PEI FU'S WANDERING FLEET.

CHEFOO, November 10th.

Lin Sun' Ling, Wu Pei Fu's diplomatic adviser, states:—

"The heavy storm of Saturday and Sunday delayed Marshal Wu Pei Fu's departure for the South, but the Marshal, accompanied by four transports and three cruisers, will leave on Monday afternoon, heading for the South. During Wu Pei Fu's stay here his fleet were fully supplied with coal, provisions and fresh water by the local Chamber of Commerce."

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

MEASLES BACTERIA DISCOVERY.

TOKYO, November 10th.

Dr. Shigeru Kusuma, attached to the Kitasato Laboratory, who had previously claimed the discovery of the bacteria of eruptive typhus, now announces that he has succeeded in the discovery of measles bacteria.

CABLES.

EARLIER CABLES.

[THROUGH RUSSIAN AGENTS.]

THE GUILDHALL BANQUET.
SPEECH BY MR. BALDWIN.

LONDON, November 10th.

The Lord Mayor's banquet at the Guildhall was marked by the customary brilliant scenes in the historic library of the Guildhall. Glittering uniforms, the multi-coloured frocks of the ladies, and scarlet and black robes contrasted with the sombre ministerial levee dress. Successive arrivals of Foreign Ambassadors and members of the British Cabinet were greeted with handclapping, but a warm and vocal reception, which is unusual at these gatherings, was accorded to Mr. Winston Churchill.

Mr. Austen Chamberlain (Minister of Foreign Affairs), giving the toast of the "Foreign Ambassadors," declared that he spoke not only in the name of Great Britain but the Overseas Dominions, and referred to the importance of preserving the unity of the Empire whose intercourse should be intimate and constant and enable them to speak to the world with a single voice. He paid a tribute to the League of Nations and alluded to the Empire's peaceful aims and its desires for more intimate friendship with its war-time Allies. He welcomed the co-operation of the United States and hoped that this co-operation would not be withheld in the difficulties confronting us.

Mr. Baldwin (Prime Minister) received a most enthusiastic ovation. He humorously likened Mr. Churchill and Mr. Austen Chamberlain to the City of London's traditional giants, Gog and Magog, "one to guard the pockets of the people; the other to guard our policy abroad." Mr. Baldwin declared that the main aim of the Government's foreign policy would be stability and continuity. (Cheers.) They intended to cultivate good relations with all foreign countries on the basis of the Peace Treaties. He declared that this was in nowise a policy of stagnation, as shown by the action of the last Unionist administration, which led directly to the Dawes Report and the London Conference, which "under the able direction of Mr. MacDonald had proved so successful."

Mr. Baldwin expressed gratitude for America's leading part in the negotiations culminating in the London Protocol, and paid a tribute to the statesmanlike attitude of Mr. Herrick, without which such excellent results would have been impossible. He trusted that Germany's admission to the League would not long be delayed.

FOREIGN RELATIONS.

As regards Russia and Egypt, Mr. Baldwin considered it premature at present to make any pronouncement.

With regard to Anglo-Indian relations he did not doubt that with steadfastness and insight a way could be found to preserve the welfare of the peoples of India and assist their peaceful progress along the paths of economic and constitutional development, in regard to which he invited the co-operation of all Indians who believe the destinies of Great Britain and India are indissolubly bound. (Loud cheers.)

Mr. Baldwin said the late Government did its best to carry out the resolutions of the Imperial Economic Conference, which was not a subject for political controversies; but large questions of policy affecting the Dominions, like Preference and Defence, would have to be reviewed by the present Government, while others, like the Geneva Protocol, the Government was pledged to examine in consultation with the Dominions.

All rejoiced, Mr. Baldwin said, over the success of the Wembley Exhibition, which had invaluable stimulated Imperial trade and extended the knowledge of the Empire. The Government did not intend that this great enterprise should come to an untimely end. Practically the whole of the capital expenditure had been already incurred and the cost of re-opening next year, allowing many more millions to see the Exhibition, would not be great. We were unable to stand alone in this matter, but the Government would ask Parliament to provide fresh and sufficient guarantees if they were adequately supported by the other parties concerned.

Mr. Baldwin said that whatever the defects of the new administration, it would not fail to seek the co-operation of the Dominions in all things pertaining to the common heritage.

As regards home affairs, the Government would institute a thorough enquiry into the prevailing high prices and immediately grapple with housing and slum clearance and do its utmost to improve the social conditions of the masses.

Mr. W. C. Bridgeman (First Lord of the Admiralty) referred to the Government's high ideal of using the Navy as the best and cheapest form of insurance of the peace of the world without any intention to gratify the lust of ambition and conquest.

Sir L. Worthington Evans (War Minister) declared that the army would be reduced to a size compatible with its functions. It was small compared with the duties it had to perform, and must, therefore, be highly efficient, equipped with the best weapons, and be of a highly mobile order enabling it to concentrate on any threatened point. He concluded by appealing for greater support for the Territorial army. (Continued on next column.)

LATEST CABLES.

REMEMBRANCE DAY IN LONDON.
HUGE CROWDS AND TOUCHING SCENES.

LONDON, November 11th.

Armistice Day was celebrated here in fine weather. The Great Silence was most impressive, millions standing bareheaded for two minutes, whilst all traffic ceased.

The crowd at the Cenotaph was the biggest on record, and a packed mass extended from Trafalgar Square to the Old Palace Yard. Warm sunshine, unusual in November, lit up the splashes of colour in which the whites of the wreaths, and the reds of Flanders Poppies were prominent.

The Cenotaph stood out in the clear air amid a rectangle of troops and ex-Servicemen, with the massed bands of the Guards. The Queen watched the ceremony from the window of the Government Office.

EARLIER CABLES.

LONDON, November 10th.

London was unusually crowded to-day, not merely because of the Lord Mayor's Show, which linked up the thirteenth and the nineteenth centuries in a pageant of colour and costume, but in preparation for to-morrow's ceremony at the Cenotaph, in which 1,300 soldiers, sailors and airmen will participate, with His Majesty King George V, the Prince of Wales and the Duke of York as the principal figures in the demonstration of national mourning, which in towice diminishes in impressiveness with the passage of years.

While the workmen to-day were erecting barriers, thousands moved slowly round the memorial adding their tributes to the ever-growing mound of flowers on the plinth.

Crowds also visited Westminster Abbey, silently filing past the grave of the Unknown Warrior. Besides the service in the numerous churches in London, silence will be observed throughout the country at eleven o'clock in the forenoon, the signal for which will be given by the firing of a gun in Hyde Park, and simultaneously by the broadcasting of the first stroke of Big Ben.

LATEST CABLES.

CHINESE IN ENGLAND.
UNWELCOME IMMIGRANTS
ARRESTED.

LONDON, November 11th.

Several Chinese have been rounded up in South Wales and charged at Cardiff with entering the country without registering. Various penalties were imposed.

COMMUNISTS ON TRIAL.
MELODY IN COURT.

REVAL, November 11th.

The trial of the Communists arrested recently began to-day at the Military Court. The accused interrupted the proceedings by singing the "Internationale." The President, after the restoration of order, warned the accused that in the event of further disturbance they would be tried in contumacia.

HUGE ALGERIAN DAM.

ALGER, November 11th.

Governor Steeg to-day laid the first stone of the huge dam which will retain about 300 million cubic metres of water for the irrigation of cultivated lands. (Havas.)

M.C.C.'S VICTORY.

ADELAIDE, South Australia, November 11th.

The M.C.C. made 44 for 1 wicket, thus winning by nine wickets. They leave for Melbourne to-night, and will play Victoria on Friday next.

THE EMPIRE EXHIBITION.

LONDON, November 11th.

Following the Premier's announcement regarding the Empire Exhibition, Lord Stevenson states that it is up to the trade of the country to play up to the Government's lead. The principal Dominions were emphatic about the good the Exhibition had done them. They were quite prepared for another session. Lord Stevenson understands they had planned a new show, and it is quite possible that the result would be that Wembley in 1925 would exceed in interest that of 1924. He hoped the weather would be kinder than in the past summer.

LATEST CABLES.

ATTITUDE TOWARDS CHINA.

LONDON, November 11th.

Parliament meets again on December 2nd. Mr. Baldwin, in the course of his speech, said that regarding the situation in China, if an opportunity arose which they considered would make it possible for foreign influence to help China, they would not lose any time in consulting the other Powers for the purpose.

LATEST CABLES.

SPANISH DISORDER.
AN ATTEMPTED COUP.

MADRID, November 11th.

It is the general opinion that the encounters at Vera and Barcelona, and arrests at Perpignan, indicate that there was a concentrated movement by a small revolutionary group, apparently Syndicalists. It is believed that the Government have the situation well in hand.

PARIS, November 11th.

News from Madrid states that about forty arrests have been made, including two ex-Deputies. Both are extreme Republicans.

TROUBLE OVER.

LATER.

The general impression is that the Revolutionary movement in the North-east has been definitely suppressed. The affair seems to have been badly organised, and the plot is ascribed to political supporters of the old regime.

EARLIER CABLES.

TWO MEN EXECUTED.

BARCELONA, November 10th.

Two men accused of participating in the collision with the police on November 8th, in which one policeman was killed and one wounded, were court-martialled on Saturday and were executed this morning.

BRITISH CABINET COMPLETED.

LONDON, November 10th.

Viscount Cecil, as Chancellor of the Duchy of Lancaster, and Viscount Peel, as Commissioner of Works, conclude the Cabinet proper.

SERIOUS WORLD WHEAT SHORTAGE.

LONDON, November 10th.

Wheat rose 2½ in the Liverpool Wheat Market, making an advance of 8d. since November 5th.

A serious world shortage of wheat is now feared. If the drought continues in the Argentine, the crop will be considerably less than the estimate. The Australian crop has been damaged by rains; and the Canadian crop has been adversely affected by frost.

FOOTBALL.

LONDON, November 10th.

Tottenham Hotspur drew with Manchester City, the score being one goal each.

LATEST CABLES.

AMERICAN MATTERS.

THE ZRS ACCEPTED.

WASHINGTON, November 11th.

The Navy Secretary, Mr. Wilbur, has signed an order formally accepting the ZRS on behalf of the Government.

The Treasury will ask Congress at the forthcoming short session to either repeal or clarify the provisions of the tax laws relating to the publication of income tax returns.

EARLIER CABLES.

BRAZIL'S NAVY.

REBELLIOUS SAILORS LANDED.

MONTRE (VIZO), November 10th.

The rebel Brazilian dreadnought *Sao Paulo* has arrived.

LATER.

The Brazilian battleship *Minagueras*, which was pursuing the rebel battleship *Sao Paulo*, has arrived. The *Sao Paulo* landed part of her crew; the loyal portion of the crew remained aboard. The Brazilian Legation has taken possession of the ship.

IMPERIAL AIR ROUTES.

10,000 MILE ALL-RED PLAN.

A 10,000 mile all-red air route connecting Britain with Egypt, India, and Australia is now being planned by the Air Ministry, and special aeroplanes are being designed for different stages of this great Empire air route. Already there are upwards of 2,000 miles of this route in operation. The big Napier D.H. Express of Imperial Airways fly from London to Zurich, and an extension is planned for next year to Constantinople. From there a short cross-sea link will join up with the existing Royal Air Force air service between Cairo and Baghdad, and the route will continue thence to Calcutta.

On the link between Calcutta and Rangoon, a distance of about 800 miles, big all-metal flying boats, driven by powerful Napier engines, are now in design for the Air Ministry, the metal construction being proof against the ravages of tropical weather and insects. The route then proceeds by way of Singapore to Port Darwin in Australia, and the traffic will then be distributed throughout Australia by the Australian Airways, who have already in operation over 1,000 miles of Commercial Air lines. When this route is finally illuminated for night flying, mails will travel from Britain to Australia in 100 hours.

CHINESE EASTERN RAILWAY.
A THREE-POWER GAME.

[BY "THE TIMES" PEKING CORRESPONDENT.]

The Russo-Chinese Agreement signed on May 31st provided for a conference to meet within one month to arrange details relative to the questions settled in principle in the Agreement. Several months have passed and there is no sign of the conference. The reason is not far to seek. Chang Tso Lin disapproves of the Agreement, therefore the conference, so far as the principal issue is concerned—namely, the Chinese Eastern Railway—could lead to no conclusive results. Meanwhile Moscow has not ratified the Agreement, so the conference is still in the air, and likely to remain there until the Manchurian satrap changes his mind.

But the Chinese Eastern Railway, always with us as one of the large questions in the Far East, a strategic, political, and commercial asset of first importance. The great Russian project of building a railway to the Pacific brought the Chinese Eastern Railway into existence, for when construction got as far as Transbaikalia it was perceived that a tremendous detour round North Manchuria was necessary, whereas the direct way to Vladivostok ran straight across Chinese territory. The Russians made one of the great strokes of policy when they obtained from China not only the right to make a railway through Manchuria, giving direct access to Vladivostok, but the right to construct a branch, running south from the main line, to the Liaotung Peninsula, with warm-water ports in the Yellow Sea (Daly and Port Arthur). The new railway, completed, gave them so dominating a position in China and in the Far East as to excite Japanese alarm and British apprehension. The Anglo-Japanese Alliance was the result, and in due course there followed the Russo-Japanese War, which effectually checked Russian ambitions. The Treaty of Portsmouth gave to Japan the greater part of the branch line to Daly, known as the South Manchuria Railway. Russia retained the rest of the original line, still of great importance but diminished in value by the fact that Japan was firmly established in South Manchuria.

RUSSIA OR JAPAN.

It will be seen that the Chinese Eastern Railway serves the whole of the area of Northern Manchuria, a great granary land just being developed. Wheat and the soybean, cattle and hides, coal and timber are products yearly increasing in value, and the potential wealth of the area may be said to be incalculable. After the advent of Japan in Manchuria the Russians diverted exports along the Vladivostok route, conferring great importance on that port. Later, the Japanese have competed with success, and a large share of the traffic goes by way of the South Manchuria Railway to Port Arthur. But Japan has been getting this share of the traffic largely owing to the collapse of Russia and the consequent confusion in the affairs of the northern line. Were Russia once more restored to full control of the Chinese Eastern Railway, that institution, naturally, would be managed with a view to the development of Russian interests, and the Japanese line and port would be the losers. Japan, therefore, has a very important indirect commercial interest in the Chinese Eastern Railway.

The railway is of extreme interest to Japan from another point of view. It is never absent from the Japanese mind that Russia some day may be strong enough to seek to reverse the defeat in Manchuria.

In the case of a conflict the Chinese Eastern Railway would be the key to Vladivostok. In Russian hands the railway would facilitate an effective defence of Vladivostok. In Japanese hands it would enable Japan to threaten Vladivostok from the rear—would, in fact, make Vladivostok almost indefensible, for Russian supplies or reinforcements coming round the Amur Railway, and thence south from Haborovsk, would be flanked by the Japanese operating from the Chinese Eastern Railway. North Manchuria of itself, apart from the strategic value of the railway, is a prize of immense economic worth, and what more natural than that Japan should desire to extend there the position she has already acquired in South Manchuria?

Since the final collapse of the old Russian Government a new party in the shape of the sovereign Power has taken a lively interest in the Chinese Eastern Railway. China, so far as regards the line, had been a cipher, so strong was Russia, so weak China. But with Russia down and out China asserted her claims as the owner of the soil and as the ultimate owner of the railway itself under the conditions of the original contract. China removed the Russian guards and herself undertook protection. Virtually she assumed control of the line, though she left the management to the Russians already there.

Now Japan would gladly see China in full control, for exactly the same reason that China's control would not suit Russia—namely, China's weakness. With China dominant on her own soil in North Manchuria there is always hope for Japan. And so we perceive that Chang Tso Lin, the independent Chinese ruler of Manchuria, repudiates the Karakhan Agreement because he thinks it will restore to the Russians their old position of predominance. It is Chang Tso Lin's aim to keep the Russians out and to retain control of the railway himself. In this policy, consciously or not, he is playing the Japanese game, and his present action is necessarily receiving the sympathetic support of Japan. (It is now stated, from Tokyo, that Chang Tso Lin has come to an agreement with the Soviet.)

How the various conflicting interests surrounding the Chinese Eastern Railway can be reconciled is not easy to say, especially as the Russian cards have not yet been exposed, and the Japanese have not openly attempted to participate in the game, absorbing though it must be to them. In the meantime, however, it will be profitable to record some of the main facts in the history of the line, from its inception down to the present time.

Li Hung Chang at the coronation in Moscow in 1896 promised the concession for the railway, and in the same year the Chinese Minister signed at Berlin a contract with the Russo-Chinese Bank for construction of the main line. This document provided for the formation of a company to build and operate. Shares in the company were to be held only by Chinese and Russian subjects.

The statutes of the company, approved by the Russian Government, provided for a nominal capital of 5,000,000 roubles. Capital for construction was to be provided by bonds, to be issued by the Russo-Chinese Bank, but guaranteed by the Russian Government. In virtue of this guarantee of the bond issues the Russian Ministry of Finance was given wide controlling powers over the management of the company. Two years later another contract was signed between the same parties relating to the construction of the southern branch from Harbin to the ports Daly and Port Arthur, and, suddenly occupied by Russia as an offset to the German occupation of Kiaschau, the new contract did not affect the terms of the original one.

In due course the Siberian Railway, which had already been pushed to Stretinsk with a view to building along the course of the Amur River, was extended from China to the western Manchurian frontier, and construction on Chinese soil was speedily completed to the eastern frontiers and linked with the Usuri Railway at Nikolai. Construction of the southern branch was equally rapid, and though delayed by the Boxer Rebellion the line was opened to traffic in 1902. It is here necessary to point out that the whole of the shares in the company were taken up by the issuing bank, then the Russo-Chinese Bank, now the Russo-Asiatic Bank.

The Russian Government has not received any payments of bonds or interest, and the amount owing to the Government for bonds and outstanding compound interest stand in the books of the company at about 450,000,000 gold roubles. Owing to the extensive rights given to the company it is the owner not only of the line but of large areas at the principal stations, and of forest and mining land, all now extremely valuable as a result of the tremendous economic development arising from the operation of the railway. Great sums have been spent on education, police, river shipping, barracks, and buildings of all kinds, and much of the land at places like Harbin has been leased at high rates for business and residential purposes. In fact the railway is now a great concern with numberless ramifications, and it is to the credit of the Russians that they have turned a wilderness into a splendid property, and by their enterprise opened up North Manchuria as a tremendous field for Chinese colonization.

FINANCIAL DIFFICULTIES.

Although paying nothing of its capital debt, nor anything to its shareholders, the Chinese Eastern Railway continued to justify its existence as an economic factor, up till the time of the Kolchak collapse, when politics entered into its affairs and caused great confusion. In the year 1920 China withdrew recognition from Russia, suspended operation of the Russian treaties, and evinced the intention to take full possession of the railway. The Russo-Asiatic Bank immediately entered its claim that the railway was the property of a private company and not Russian State property. The French Government, interested because 80 per cent of the shares in the Russo-Asiatic Bank are held by French citizens, supported the Bank, and after negotiations an Agreement was signed between the Bank and the Minister of Communications defining the position of the railway and providing for its operation.

The signature of this Agreement was significant, for it involved China's recognition of the fact that the railway was private property and that the Bank had a predominant interest.

Next we find the Washington Conference taking an interest in the affairs of the railway and passing two resolutions, one of which reads:—

"The powers other than China" insist hereafter upon the responsibility of China for performance or non-performance of the obligations towards the foreign stockholders, bondholders, and creditors of the Chinese Eastern Railway Company which the Powers deem to result from the contracts under which the railway was built.

Finally comes the Agreement concluded with Karakhan in May of this year, in which China ignores the Russo-Asiatic Bank altogether, virtually acknowledging the Russian Government as the owner of the railway, regardless of the terms of the original documents, of her own Agreement with the bank and of the resolution of the Powers at Washington.

But the real question always remains triangular between Russia, China, and Japan, two of whom urgently desire control of the railway, the third being keenly interested for its own purposes that the weaker of the others shall remain in possession. China, according to the Karakhan Agreement, is to have the immediate right of redemption. But on what conditions? What degree of control do the Soviets wish to retain? What price do they want? Is the price anything that China, by any flight of imagination, is able to pay?

WAR GUILT IN 1914.
A NEW REVELATION.

"FAKED" FRONTIER FIGHT.

A very curious incident in connection with the outbreak of the war is described by a writer in the *Echo de Paris*. It is an account of the way in which the Emperor Francis Joseph is alleged to have been induced to order the mobilisation of the Austro-Hungarian army against Serbia. The source of the writer's information appears to be an inside history of what took place at the Ministry of War in Vienna during the day of July 25th, 1914, on the evening of which the time limit of the Austro-Hungarian ultimatum to Serbia expired. The author of these revelations is stated to be Col. Seeliger, Chief of the Press Bureau of the Ministry of War at the time in question. The following is the version of the story as given by the *Echo de Paris*:

During the morning of July 25th the opinion at the Ministry of War in Vienna was that even if Serbia rejected the ultimatum the Emperor Francis Joseph would not sign a declaration of war, but that, notwithstanding the attitude of Count Berchtold, the Austro-Hungarian Foreign Minister, and of General Conrad von Hotzendorf, Chief of the General Staff, the question would be submitted to a conference of the Powers. The Emperor and Count Berchtold were both at Ischl, from which place, at half-past nine in the evening, a telephone message was received at the Ministry of War showing that the Emperor's disinclination to order a mobilisation was at an end. (It was about a couple of hours earlier that the news of the departure of the Austro-Hungarian Minister from Belgrade had reached Vienna.) The message stated that the Emperor ordered the mobilisation of the Austro-Hungarian Army to begin on July 28th.

Colonel Seeliger's explanation of the change which had taken place in the Emperor's attitude, as given in the *Echo de Paris*, is this: A few minutes before 10 o'clock the following important details were given over the telephone. "It has not been easy to decide his Majesty to sign. It was only when Count Berchtold read to him the telegram from Sarajevo announcing that hands of Serbians' comatidis had forced their way into Bosnian territory, killing and wounding 400 Austro-Hungarian frontier guards and gendarmes, that the Emperor trembled and said in a colourless voice: 'What! So much blood has already flown! Well, war has become inevitable.' Then the Emperor sat down at his writing table and signed the mobilisation order with a shaking hand."

Colonel Seeliger's account continues: "The avalanche had started. I asked an officer on duty to take my place for a short time at the telephone, and hurried to the Information Bureau in order to obtain details about the frontier affair of which the telegram spoke. The Information Bureau of the General Staff receive without exception all the news from Bosnia and Herzegovina in order to examine and sift it before handing it on. But what did it mean? In none of the messages received yesterday or to-day is there any question of 400 killed and wounded. A censorship does not yet exist."

The only thing that appeared to have taken place was a slight skirmish in which four gendarmes had been slightly wounded. On leaving his office Colonel Seeliger met Count Kinsky, to whom is attributed an intimate knowledge of all that went on at Court. Colonel Seeliger confided his doubts to Count Kinsky, who is represented as having replied: "What is my friend! Are you really so simple! How do you picture Count Berchtold to yourself? What a fellow he is! The telegram with the four hundred dead—he made it up himself. Otherwise he would never have squeezed the mobilisation order out of the old Emperor."

Whether or not the explanation put into Count Kinsky's mouth was the correct one, Colonel Seeliger's story is, apart from this, of considerable interest, since it shows clearly the existence of a belief in highly-placed quarters in Vienna that the Emperor himself was totally opposed to declaring immediate war upon Serbia. —Daily Telegraph.

ELEPHANT'S ELECTRIC SHOCK.

CAUSE OF A STOPPAGE IN FOUR FACTORIES.

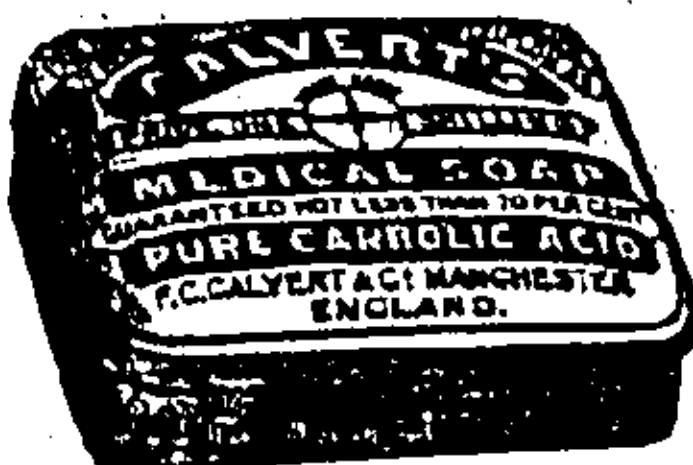
An elephant belonging to a circus was the innocent cause of a complete stoppage of work in four factories in Béziers. His driver was hammering into the earth an iron stake to which the animal's chain was attached; suddenly the elephant trumpeted loudly, dashed forward, and then rolled over on the ground, apparently in great pain. The stake was dragged out of the ground and immediately the elephant became calm. The driver then found that he had driven the stake into an electric cable conveying power to four factories, which were consequently deprived of current, while the elephant had received a severe shock when contact was established between the stake and the cable.

Another curious accident caused by an animal, and involving a loss of 800,000 francs, happened at Lille. A mouse, climbing along a cable in the electric power station of Lomeries-Lille, caused a short circuit by touching one part of the apparatus with its nose and another part with its tail. The mouse was killed instantly, but a more important result was the burning of a turbo-alternator, which was completely destroyed.

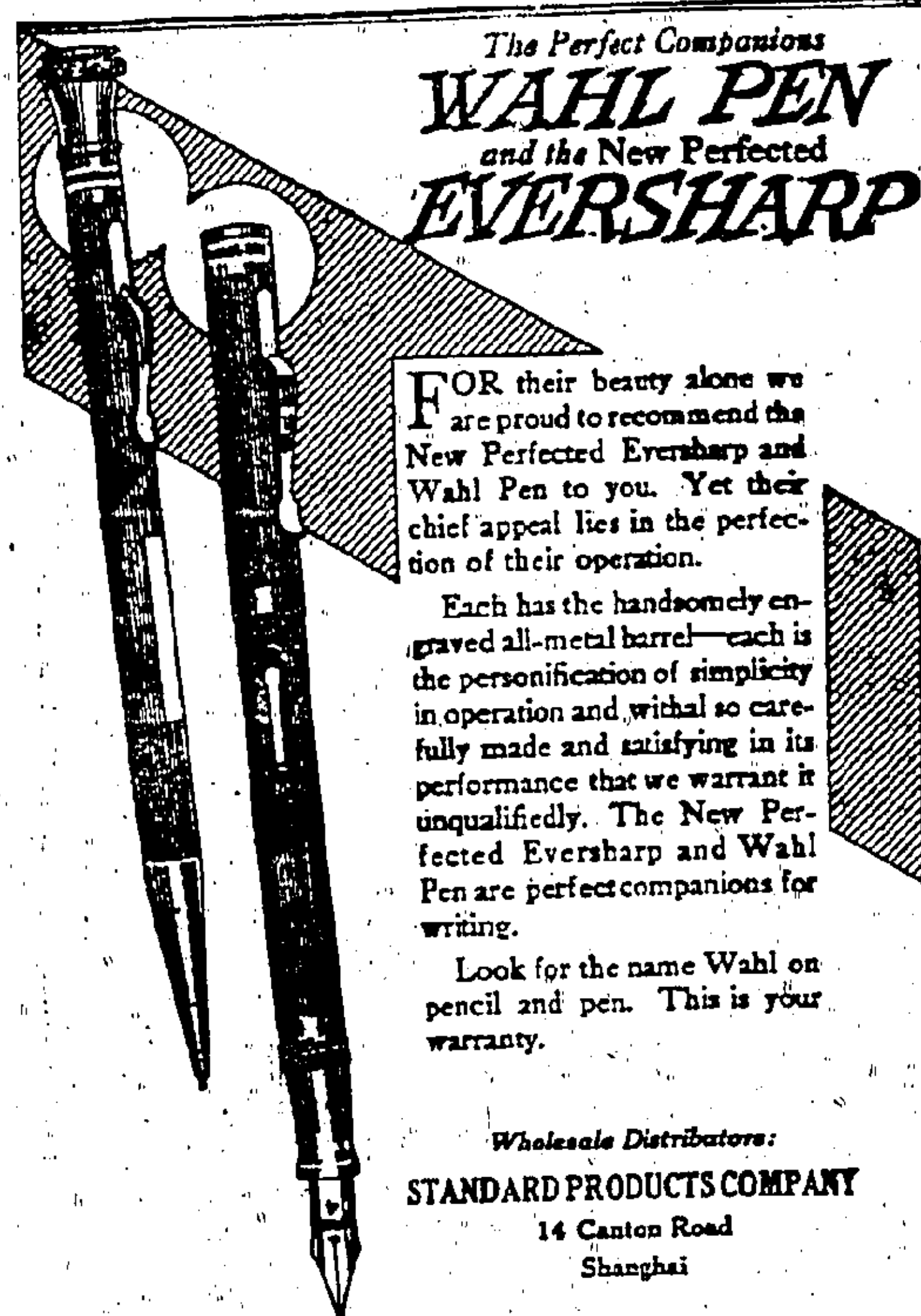
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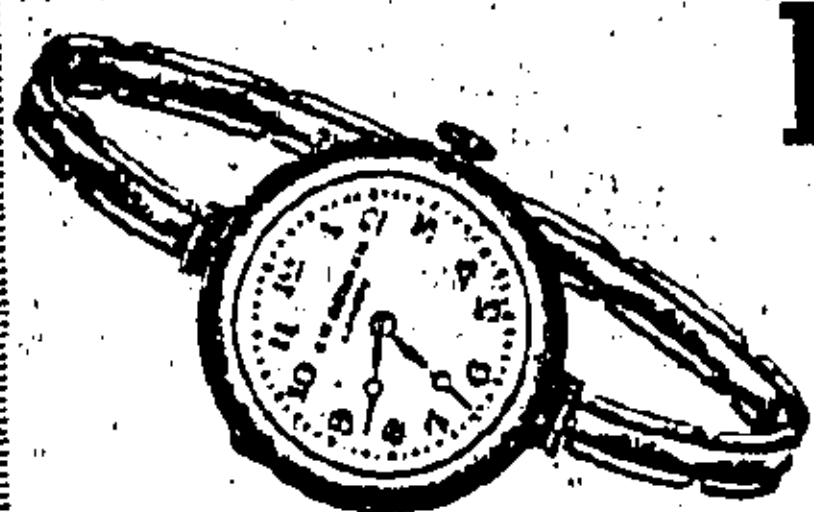
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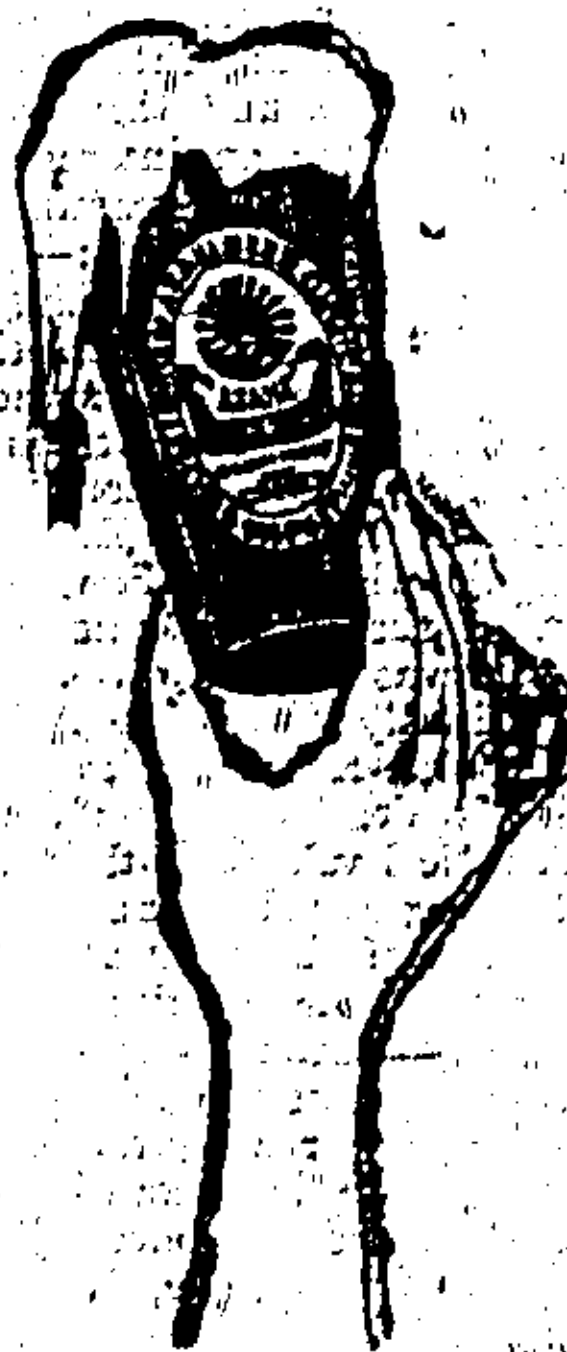
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PRINCESS MARY'S BABY. CHRISTENING CEREMONY.

Princess Mary's baby was christened at Goldsbrough last month.

Included in the Royal party were Princess Mary, Lord Lascelles, the Earl and Countess of Harewood, a lady, the nurse and child, and the Hon. Edward Lascelles.

The child was christened Gerald David, the sponsors being the Earl and Countess of Harewood, who stood proxy for the Prince of Wales and the Duchess of York respectively, and the lady who stood proxy for the Duchess of Northumberland. Others present were Mrs. A. H. Kell, Miss Kell, and Mr. W. H. H. Kell, son of the vicar of Goldsbrough. The Rev. A. H. Kell officiated.

The Princess was attired in a loose grey cloak with a white fur wrap. There was no music, and the child did not cry until after the ceremony, the vicar explaining, in an interview afterwards, that this showed, according to tradition, that the evil spirits had departed.

Gerald is an old family name of the Lascelles family, while David is the family name of the Prince of Wales. After the ceremony the Royal party returned to the Hall by the private walk.

The two names which were conferred at Goldsbrough, says a writer in *The Observer*, would once have been thought a meagre allowance for a royal baby, though the passion for long strings of patronymics never reached the height in Great Britain that it did on the Continent. The family to which the present ex-Empress Zita belongs distributed a hundred and forty-two names among nineteen children, of which Zita took ten. Even in Great Britain a member of the Tollenache family was endowed with sixteen Christian names.

CAMEOS OF SOCIETY.

PRINCE WARNED AGAINST USE OF SOAP.

One of the best stories in "Things I Shouldn't Tell," a newly published book by an anonymous author, is noted in a *Daily Mail* review. It is about the Prince of Wales' wrinkles—the Prince who became Edward VII.

"I had, as everyone had, noticed how rapidly the face of the Prince of Wales was becoming wrinkled. I knew the real reason; he was in the habit of washing his face with soap; this I knew, for I had on occasion seen him do it."

How to tell the Prince without seeming to make a personal remark?

So I begged Marky [Lord Marcus Beresford] just to say something about Mme. de M. F. in my presence, and he would see for himself why when I spoke. Marcus knowing that I would not play any monkey tricks, did as I asked and said, "I met the Duchess of—yesterday. Sir," "Indeed?" replied the Prince. "That reminds me, I must go and see her." Then I managed to chime in: "She's looking very old, Sir."

No, Sir, but her face is getting covered with wrinkles and I know why!

"How's that? Why?" "Because she washes her face with soap, Sir. Soap on the face is fatal. It brings wrinkles. It would bring wrinkles on a gorilla!"

"Good! God! Is that it, do you think?"

Then, turning to Beresford, who, seeing my artfulness had begun to smile, the Prince said: "Why, Marky, I wash my face with soap, don't I?"

HANDWRITING AND HEALTH. A DEMAND FOR SCIENTIFIC RECOGNITION.

Graphology is engaging the particular attention of German savants just now. It has been called a "pseudo-science" so often that very few people in a land of exact sciences are inclined to take it seriously. Of late, however, two pleas for its official recognition have been made, by a doctor in a University clinic and by the handwriting expert attached to one of the criminal courts of Berlin.

This last, Herr O. Goerthein, does not hesitate to state roundly that, apart from legal questions of forged signatures, and the like, he has very often been able to tell a man's character from his writing, and helped many a vexed case along to a satisfactory end by his conviction of who was the delinquent and who was not. The University professor claims that the writing of a patient is a help in the diagnosis of disease, and urges that a special course in graphology be given to medical post-graduates. This does not apply to merely nervous diseases where a trembling of the hand may betray incipient paralysis, but to handwriting in general as a test of good health, compared before and after the symptoms that led to a visit to the doctor appeared.

It is probably owing to the publicity given to news of this kind that big German firms are now employing graphologists to pick out a likely applicant from the many hundred replies to a "situation vacant." It is said that the uniformity of carefully studied formulae in business correspondence is so great that word-for-word comparisons may be made and the smart office boy who is the potential chief be-picked from scores of the unambitious, the lazy, and the absolutely undesirable. The graphologists of Germany have just been holding a congress, and hope that the "pseudo-science" will be raised to the ranks of a University chair attached to the medical faculty before long.

The youth of to-day feels that it is a reasonably good product in itself.—Mr. Godfrey Nicholson.

If all the ruth were known about us all to-morrow morning, the whole social structure would collapse.—Mr. A. G. Gardiner.

THE UNION OF SOUTH AFRICA FOR RESIDENCE, FARMING, TRAVEL.

The Union of South Africa is a seat of Western culture and civilization. Europeans have been settled there for nearly three centuries.

It is a country that merits the attention of those Europeans who contemplate leaving the Far East. If they are retiring on pension, there are many pleasant South African towns in which to live. Or if they seek a career, and have a moderate capital there is scope in South African farming—for instance in fruit-growing. The climate is good. It is sunny but temperate being neither inclement in winter nor oppressive in summer. It is a genial climate in which Europeans, including women and children, thrive without periodically going abroad.

Educational facilities for the young are excellent. The larger towns are up-to-date and well-equipped. There are numerous resorts—mountain, river and marine, for an occasional change.

In short, the Union of South Africa is a more than ordinarily attractive country for those who have an assured income or the capital with which to start a career.

A comprehensive official publication on the subject is being issued. It contains, for twenty typical South African towns, specific data about climate, environment, amenities; housing, cost of living, servants; and generally such information as will enable enquirers to judge urban residential conditions in the Union of South Africa. Explanatory publications on farming are also available.

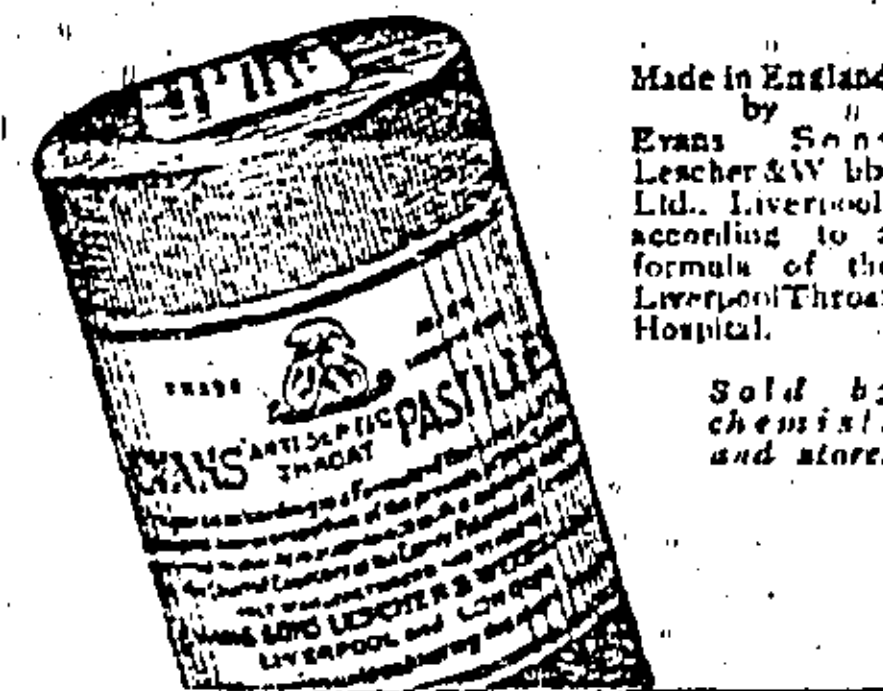
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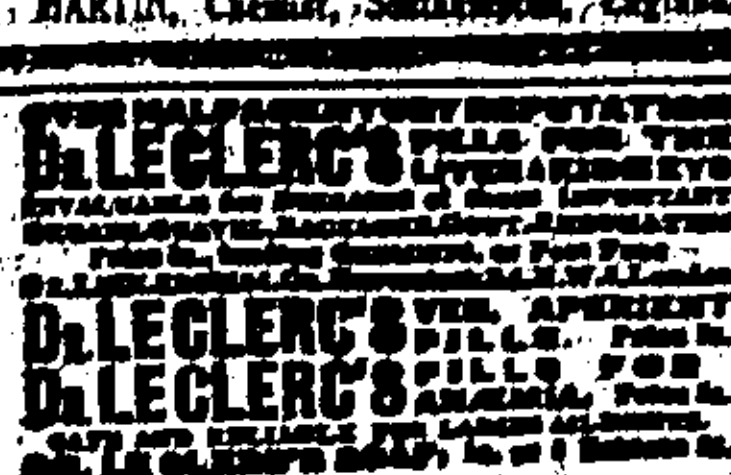
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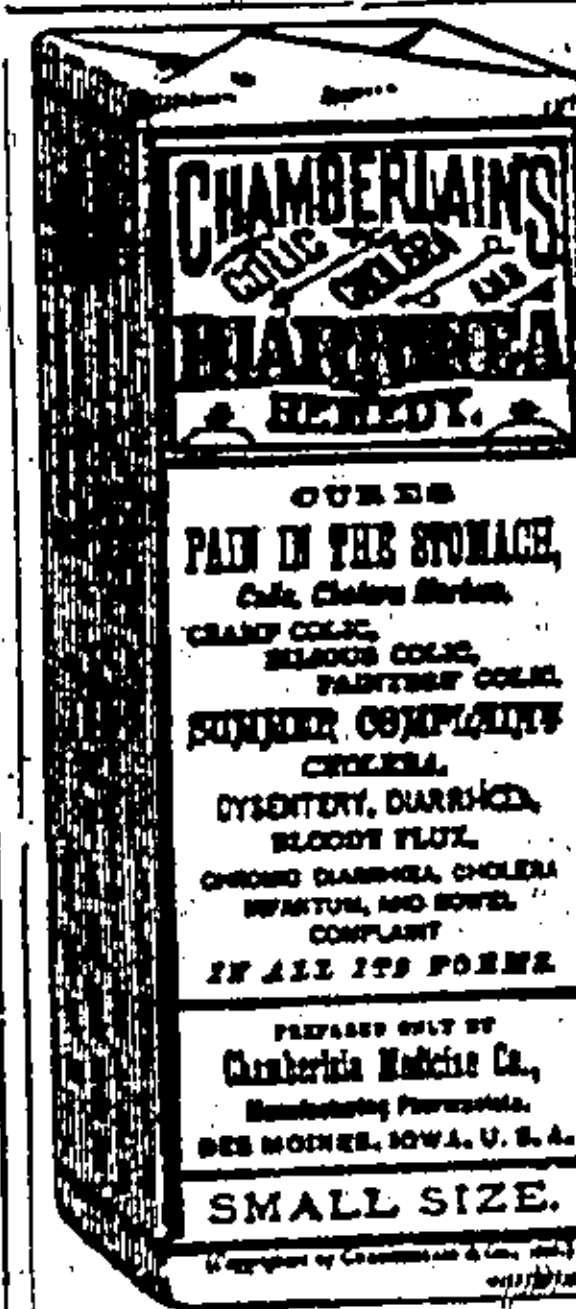
BUILDS BONNIE BABIES.

Chamberlain's Colic and Diarrhoea Remedy

Cures

Pains in the Stomach,
Diarrhoea, Dysentery,
Colic and Bowel Complaint

Sold Everywhere.



Hurry! Hurry! Hurry! Hurry!

FROM FAR AND NEAR THEY COME—IN STREET CARS AND MOTORS AND ON FOOT—EAGER, TENSE—EXPECTANT, TO SEE

"THE MAILMAN"

DON'T DELAY AN INSTANT! GET YOUR TICKETS EARLY OR STAND IN LINE AND RISK FAILURE TO SEE IT.

See the Entire Pacific Fleet—Mammoth Gray Guardians of the Sea—in Smashing Bombardment—Dozens of Aeroplanes in a Fierce assault from the Clouds—Grim Destroyers seeking their Prey in the Surging Billows—Giant Submarines unleashing their messengers of death and destruction!

And Woven into this Mighty Spectacle of Scenic Wonders, a Heart-Warming drama of Father love and Son love—Of Mother love and Family love—With Stunning and Stupendous Notes of Stark Human drama.

EMORY JOHNSON'S EPIC MASTERSTROKE OF 20TH CENTURY SHOWMANSHIP

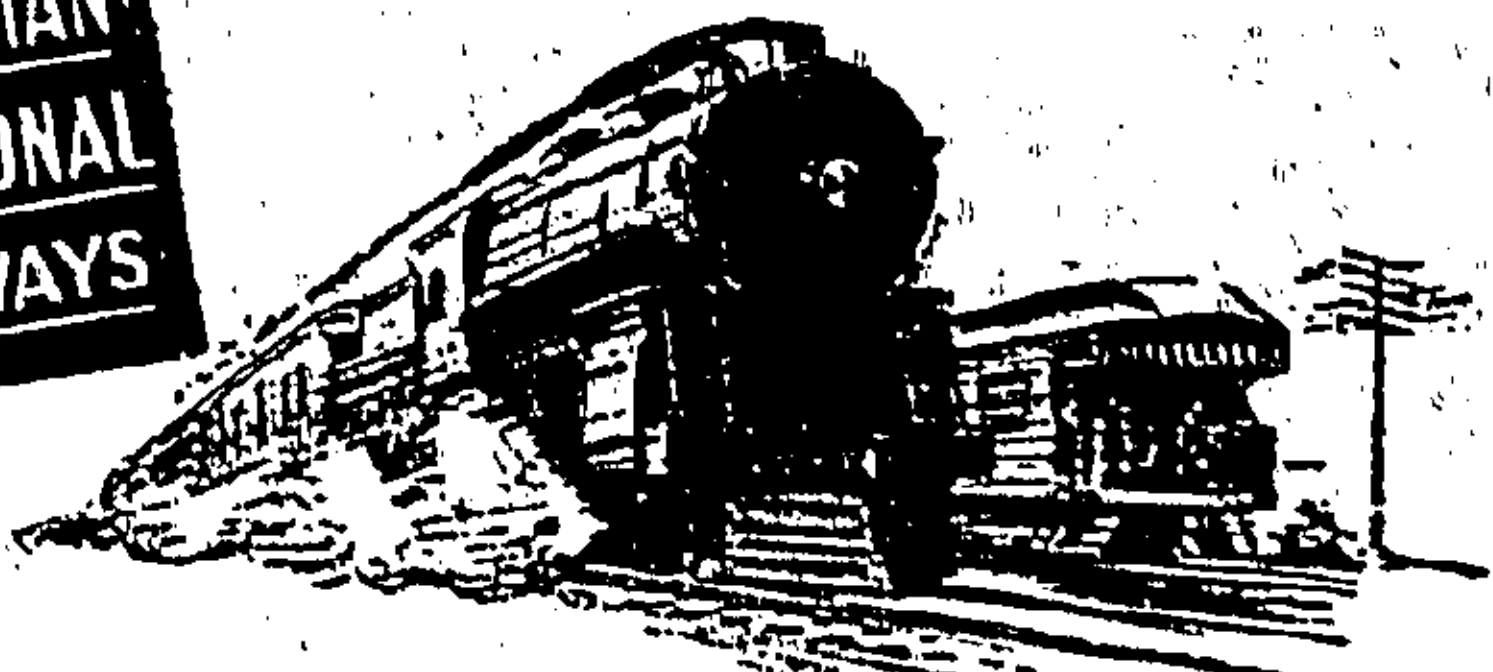
Starring RALPH LEWIS, JOHNNIE WALKER & A BRILLIANT CAST.

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Large Twin-screw Passenger Steamer, Latest Addition to the KON. PAKETVAART M.Y.'s Fleet will leave on a 3 Week's Cruise through the Moluccas as per following schedule:—

From SINGAPORE ... 3rd April, 1925.
" BATAVIA ... 6th " "
" SOERABAJA ... 7th " "

Offers Excellent Opportunity of Visiting the Tropical Islands in comfort.

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HOLLAND EAST ASIA LINE
of the United Netherlands
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Regular Four-weekly Service between

[Japan, Vladivostok, China, Hongkong, Manila, Singapore

and Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

ARRIVALS FROM EUROPE:

S.S. "OUDEKERK" ... 18th November
S.S. "SALAWATI" ... 18th December
S.S. "OLDEKERK" ... 14th Jan., 1925.

SAILINGS FOR EUROPE:

S.S. "SCHIEDYK" ... 28th November
S.S. "OUDEKERK" ... End of December

All Steamers have a Limited Accommodation for Passengers.

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S.S. "ISLA DE PANAY" ... 21st Dec.
For YOKOHAMA, KOBE, MOJI, and SHANGHAI.

S.S. "ISLA DE PANAY" ... 3rd Dec.

The steamers of this Company are all classed 100' A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried.

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BRITISH SHIPPING REVIVAL.

FREIGHTS RISING WITH A KEEN DEMAND.

British shipping is declared by experts to be enjoying a remarkable revival, says the London Daily Express.

With the coming of autumn the demand for vessels to carry the harvests of the New World to the Old has become far greater even than was anticipated.

Generally, too, nations are beginning to buy and sell more readily, because confidence in the future has been renewed by the settlement of Europe's reparations problem, and as the movement grows so will the need for British ships increase.

FREIGHTS HIGHER.

Already the demand has resulted in substantial increases in freight rates. Tonnage from the North Pacific to the United Kingdom or the Continent has reached as high a level as 1913, against 30s. 3d. last month and 22s. 6d. in August.

So many steamers have been booked for October loading of grain at Montreal at rates up to as much as 1s. above the highest prevailing in August that the port will probably be congested with waiting tonnage. Business with America has also begun to be vigorous.

Tonnage has been engaged for the River Plate up to 25s. 6d. for February-March dates, against 27s. 6d. in September and 27s. in August, while Gulf port prices are in the region of 4s. 10d., compared with 4s. 3d. and a lowest of 3s. 4d. in August. The Australian and Eastern trades have also shown greater activity at rates more profitable to the shipowner.

INDEX FIGURES.

Tramp ships constitute nearly half the total of British foreign-going tonnage, and the Economist index of their freight rates for September shows that there was the substantial advance of 5.8 per cent. compared with the previous month. This movement is still going on.

There can be no question, however, of any profiteering by the shipowner. Freight rates are now, despite their increase, only between a quarter and a third of what they were in 1920. They stand, approximately, only 10 per cent. higher than before the war—a trifling rise compared with that of wholesale prices.

Low freights have not coincided with cheap running costs, and this has made the path of the British shipowner difficult, especially as, with the exception of America, and possibly Sweden, the vessels of competing nations are all run more cheaply than our own. The outlook, so far as the shipowner is concerned, is, therefore, distinctly brighter than it has been for a long time.

Shipping is one of our most important trade barometers. For many months it has been in the slough of an unprecedented depression, and its revival now is a most hopeful sign for the future of British trade.

What our shipping earns by its services to the world as a general carrier largely helps to balance our national accounts.

The reactions of recovery in our shipping are wide and far-reaching. Improvements in the freight markets will influence orders for new ships and eventually bring fresh life to the shipyards and to the iron and steel industry, which at present are the exceptions to the rising tide of prosperity.

JAPAN AND AUSTRALIA.

CARRYING TRADE COMPETITION.

There is considerable stir in shipping circles in Australia at the entry of the Japanese Yamashita Shipping Line into European and Australian trade, especially as regards current wool shipments.

Mr. Clarence, chairman of the Oversea Shipping Association, said that Japanese competition meant a freight war, even if it did not as yet mean a rate war.

The wool trade between Australia, the United Kingdom, and the Continent has hitherto been carried by British, Australian, and Continental companies. These lines served the Commonwealth loyally, providing high-class and fast steamers and maintaining regular services, whether with full cargoes or not.

Last year the outward cargoes did not exceed one-third of the capacity. The current wool clip is 400,000 bales greater than before. Wheat, owing to crop failures elsewhere, will be in demand. When the established lines were anticipating the recouping of some past losses competition is announced by a Japanese line without a stake in the trade.

It was true that freights were not cut yet, but, considering how the same Japanese combine cut the freights on the Eastern trade, it was not to be expected that they would maintain for long the present figures.

The Commonwealth Line was endangered by Japanese competition, and the losses would fall on the Australian taxpayer. It was impossible for the established lines to retaliate by invading the trade of the Japanese Empire owing to the provisions of Japan's Navigation Act.

Mr. Clarence added that it is not to the benefit of Australia to bolster up the Japanese mercantile marine.

VESSELS EXPECTED.

Diamond (Blue Funnel), due November 31st.
Elpenor (Blue Funnel), due December 10th.
Empress of Australia due November 27th.
Hakozaki Maru (N.Y.K.), due November 17th.
Mantua (P. & O.), due November 13th.
President Garfield (Dollar), due November 24th.
President McKinley (A.O.L.), due Nov. 13th.
Tango Maru (N.Y.K.), due to-day.
Teirenia (Blue Funnel), due November 27th.
Tokohama Maru (N.Y.K.), due November 14th.

NORDEUTSCHER LLOYD BREMEN.

THE Steamer "COBLENZ"

having arrived from BREMEN, HAMBURG and Porto, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.

All Goods remaining undelivered after the 15th instant, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on the 14th November, 1924.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within two weeks of the Steamer's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELOERS & CO.

Agents.

1474] NORDEUTSCHER LLOYD BREMEN.

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

FROM NEW YORK.

THE Steamship "KUMERIC"

Consignees of Cargo by s.s. "KUMERIC" are hereby notified that their Cargo has been transhipped at Manila into s.s. "SUISANG" and is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th November, 1924, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 24th November, 1924, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 17th November, 1924, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 11th November, 1924. [1476]

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

To the Publisher

"HONGKONG WEEKLY PRESS"

1A, CHATER ROAD, HONGKONG.

Please send me the

"Hongkong Weekly Press."

from 1924, to
addressed as follows:

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

RAILINGS	SUBJECT TO ALTERATION.	
STRAITS & CALCUTTA	"SUISANG"	Thursday, 13th Nov., 3 p.m.
SHANGHAI via SWATOW	"YATSHING"	Friday, 14th Nov., 7 a.m.
HAIPHONG via HOIHOW	"CHEONGSHING"	Saturday, 15th Nov., Noon.
BANGKOK via SWATOW	"MINGSANG"	Sunday, 16th Nov., 10 a.m.
STRAITS & CALCUTTA	"HANGSANG"	Monday, 17th Nov., 10 a.m.
SHANGHAI via SWATOW	"FOOKSANG"	Tuesday, 18th Nov., 3 p.m.
SHANGHAI via SWATOW	"TINGRANG"	Wednesday, 19th Nov., 7 a.m.
SANDAKAN	"KWONGSANG"	Friday, 21st Nov., 7 a.m.
MANILA	"YUENSANG"	Saturday, 22nd Nov., 11 a.m.
SHANGHAI via SWATOW	"FOOSHING"	Sunday, 23rd Nov., 7 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 23rd Nov., 10 a.m.
KOREA via SHANGHAI	"HOBSANG"	Monday, 24th Nov., 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Monday, 24th Nov., 8 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Barait and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE—All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon. Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong both ways.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 4,000-ton steamers, s.s. "HINSANG" and s.s. "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Otsu.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "SUISANG" will be despatched on or about

Thursday, 13th November, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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OUTWARDS

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"OARMARTHENSHIRE"	14th Nov.	"GLENBARRY"	...	20th Nov.
"OARMARVONSHIRE"	17th Nov.	"GLENBARRY"	...	23rd Nov.
"GLENBARRY"	...	"GLENBARRY"	...	26th Nov.
"GLENBEG"	...	"GLENBEG"	...	29th Nov.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

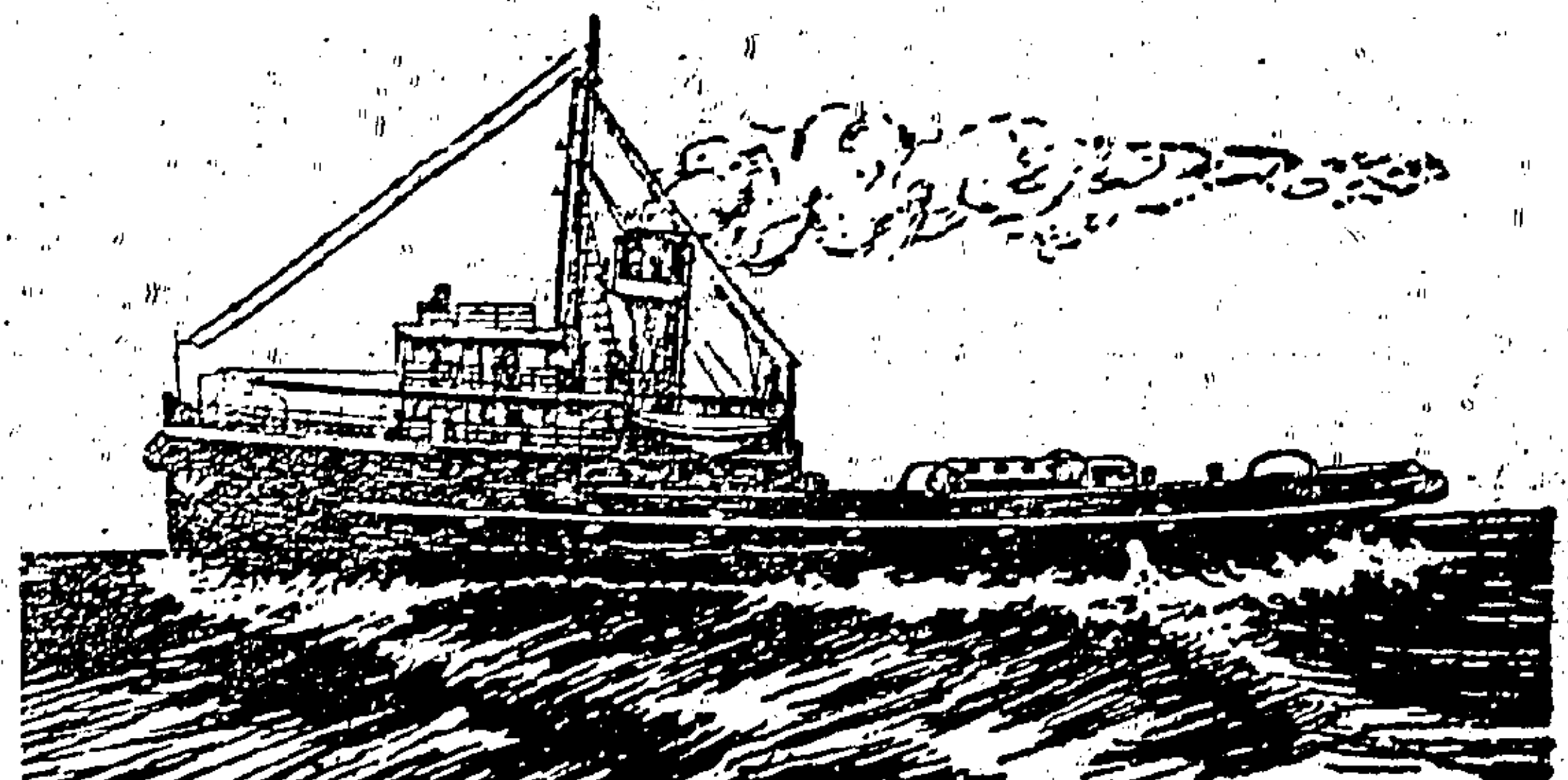
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Please address enquiries to the Chief Manager

H. M. DYER, B.Sc. M.L.N.A. Kowloon Dock, Hongkong.

SHIPPING NEWS

VESSELS ADVERTISED AS LOADING

ARRIVALS.

November 10th.

Benjamin, British str., 4,197 tons, Capt. T. J. Smith, from Singapore, which port she left on November 3rd, with a general cargo, lying at buoy No. 155—Gibb, Livingston & Co.

Hector, British str., 11,197 tons, Capt. Dawson, from Liverpool, which port she left on October 11th, with a general cargo, lying at Holt's Wharf—H. & S.

Sai Sang, British str., 1,852 tons, Capt. S. O. Midford, from Manila, with a general cargo, lying at buoy No. 182—Jardine, Matheson & Co.

Tai Tak, Portuguese str., 2,085 tons, Capt. P. J. Gouveia, from Swatow, lying at buoy No. 221—Kong Lee & S. Co.

November 11th

London, French str., 3,750 tons, Capt. J. Zoon, from Marwick, which port she left on October 9th, with a general cargo, lying at buoy No. 155—M.M.

Empress of Russia, British str., 8,750 tons, Capt. A. V. R. Longmore, from Vancouver, B.C., with a general cargo, lying at Kowloon Wharf—C.P.S.S.

Hibernia, Norwegian str., 1,163 tons, Capt. T. Davidson, from Bangkok, with a general cargo, lying at buoy No. 155—Thoresen & Co.

Hong Kong, Chinese str., 1,628 tons, Capt. C. B. H. Johansen, from Keelung, with a cargo of coal, lying at buoy No. 155—Thoresen & Co.

Anglo-Hong Kong, Japanese str., 4,423 tons, Capt. M. Shiga, from Moji, which port she left on November 8th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Manila, Chinese str., 761 tons, Capt. T. W. Spence, from Kwang Chow Wan, with a general cargo, lying at Ping On Wharf—Tung Tak S.S. Co.

Taiwan, British str., 1,350 tons, Capt. C. S. Fisher, from Hoilow, with a general cargo, lying at buoy No. 155—R. & S.

Eden, British str., 3,131 tons, Capt. W. A. Pitt, from Calcutta, which port she left on October 21st, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

Van Ooststraten, Dutch str., 2,837 tons, Capt. A. P. Pronker, from Singapore, which port she left on November 8th, with a general cargo, lying at buoy No. 155—J.C.J.L.

CLEARANCES.

November 11th.

Anglo, for Shanghai.

Benjamin, for Takao.

Gipsy, for Keelung.

Hai Yang, for Swatow.

Hector, for Shanghai.

Hong Kong, for Tully Bay.

Sai Sang, for Amoy.

Taiwan, for Swatow.

PASSENGERS.

ARRIVALS.

Per B.I.S.S. *Taiwan*, on November 11th—Mr. Baddeley, Sub. Piran Ditta, Mr. Solandres, Mr. and Mrs. L. Lim, Mr. P. H. Hawk, Mr. C. L. Rycroft, Mr. J. E. Harvey. Through passengers: Mrs. Macdonald and son, Mr. Matsuda.

Per R.M.S. *Empress of Russia*, on November 11th—Miss M. R. Ashby, Mr. C. H. Baston, Mr. and Mrs. H. A. Cartwright, Mr. and Mrs. F. A. Crumpton, Mr. and Mrs. J. Levy, Mr. and Mrs. E. L. Sherwood, Mr. and Mrs. E. F. L. Shurlock, Master C. Shurlock, Major and Mrs. P. M. Stewart, Miss Tibbot, Mr. W. C. Shiner, Mr. and Mrs. S. Wong, Mr. E. S. Lau, Mr. W. Adamson, Mr. Y. A. Field, Mr. J. M. Henderson, Mr. and Mrs. G. Wright, Mr. H. M. Wright, Mr. S. Hashino, Mr. W. Irouside, Miss Anderson, Mr. E. G. Barnes, Capt. E. I. M. Barrett, Mr. D. C. Burn, Mr. E. Brook, Mrs. A. E. Black, Miss G. M. Robinson, Mr. P. Carr, Mr. R. Chambers, Mr. W. C. G. Clifford, Miss Y. Chan, Miss P. M. Coleman, Mr. and Mrs. S. Q. Chow, Mr. Y. P. Liang, Mr. P. C. B. Evans, Mr. and Mrs. R. C. B. Fennell, Mr. C. H. Fong, Mr. M. A. Goldrick, Mr. G. F. Garden, Mr. W. D. Goodfellow, Mr. H. R. Harling, Mr. W. Helms, Mr. S. Borge, Mr. and Mrs. T. Hicks, Mr. D. C. Hutchison, Miss R. E. Lamont, Mr. W. M. Smith, Mr. P. Lauder, Mr. and Mrs. Y. T. Lang, Mr. D. W. Leach, Mr. J. H. Lei, Mr. C. Liang, Mr. Tse Fong Li, Miss H. A. Mackenzie, Mr. Ching Kong Mok, Mr. and Mrs. M. B. Nelson, Dr. W. E. O'Hara, Dr. and Mrs. W. S. Parsons, Mr. C. E. Peacock, Mr. and Mrs. H. E. Priestley, Mr. M. C. S. Peck, Mr. H. E. Potter, Mr. J. A. Quayle, Rev. Father Robert, Mr. H. Seth, Mr. J. P. Sung, Miss Scott, Mr. D. Seligman, Mr. and Mrs. D. C. Sweney, Mr. E. A. Elliot, Mr. D. R. W. Wilson, Mr. T. C. Wong, Mr. H. S. Woodford, Mr. Y. Yates, Mr. and Mrs. Youngson, Miss L. A. Clement, Mr. S. K. Chack, Mrs. R. A. Cooper, the Misses H. A. and A. M. Cooper, Mr. D. A. Dorrity, Mr. C. H. Liang, Mr. T. C. Li, Mr. and Mrs. H. C. Long, Mr. Kwong Tsang, Mr. J. Carpenter, Miss M. Church, Mr. Dye Lee, Mr. A. Engel,

DESTINATION	VESSEL'S NAME	FLAG	FOR PASSENGER APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, etc.	Kawachi Maru	Jap.	Nippon Yusen Kaisha	On 30th Dec.
New York & Boston	Moorish Prince	Brit.	Princes Line	On 30th inst.
Boston, New York & Baltimore via Suez	Ajar	Brit.	The Bank Line, Limited	On 19th inst.
San Francisco via S'hai & Jap. Ports & H'k.	President Lincoln	Am.	Pacific Mail S.S. Co.	On 19th inst., 10 a.m.
San Francisco, etc.	West Ivan	Am.	Strathairn & Barry	On 17th inst.
Victoria & Vancouver, B.C., via Singapore, etc.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 20th inst.
Victoria, Seattle & Vancouver via J. Korea	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst., 11 a.m.
Victoria, Seattle & Vancouver	Protestant	Brit.	Butterfield & Swire	On 23rd inst.
Seattle & Victoria, via S'hai, Kobe & Yokohama	Frederick McKinley	Am.	Admiral Oriental Line	On 23rd inst.
Marseilles & London	Malwa	Brit.	P. & O. B. I. & A. L.	On 15th inst., Noon
Marseilles, etc.	Amazona	Brit.	Messageries Maritimes	On 23rd inst.
Marseilles, etc.	Augur	Brit.	Messageries Maritimes	On 7th Dec.
Marseilles, etc.	Augur	Brit.	Messageries Maritimes	On 23rd inst.
Marseilles, London, Antwerp via Singapore, etc.	Hakone Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst.
Marseilles, London, Antwerp, Rotterdam & Hamburg	City of Lahore	Brit.	Butterfield & Swire	On 23rd inst.
Marseilles, Genoa, Liverpool & Glasgow	Ningchow	Brit.	Moloch & Co.	On 23rd inst.
Genoa, Antwerp, Rotterdam, Hamburg, Bremen, etc.	Elberfeld	Brit.	Butterfield & Swire	On 23rd inst.
Marseilles, London, Rotterdam & Hamburg	Mentor	Brit.	Butterfield & Swire	On 23rd inst.
London, Rotterdam & Hamburg	Glenagarry	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst.
Amsterdam, Rotterdam, Hamburg & Bremen	Schiedyk	Dut.	Java-China-Japan-Lijn	On 23rd inst.
Bombay via Singapore & Colombo	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 17th inst.
Straits & Calcutta	Suisang	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst., 3 p.m.
Singapore, Penang & Calcutta	Taira	Brit.	P. & O. B. I. & A. L.	On 15th inst.
Singapore, Penang, Colombo, Bombay, etc.	Sordana	Brit.	P. & O. B. I. & A. L.	On 24th Dec.
Singapore, Penang, Colombo, Bombay, etc.	Bardonia	Brit.	P. & O. B. I. & A. L.	On 24th Dec.
Singapore & Brilawan-Deli	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 20th inst.
Brilawan, Yessie & Taitet	Duchessa D'Aosta	Ital.	Dodwell & Co., Ltd.	On 8th Dec.
Wenhawke, Choofoo & 12th inst.	Knechtow	Brit.	Butterfield & Swire	On 22nd inst., 4 p.m.
Haiphong via Hong Kong & Amoy	Kawachi Maru	Jap.	Yamashita Kisen Kaisha	About 14th inst.
Keelung via Swatow & Amoy	Chikuwa Maru	Jap.	Yamashita Kisen Kaisha	About 17th inst.
Sandakan	Mansang	Brit.	Jardine, Matheson & Co., Ltd.	On 21st inst., 3 p.m.
Australian Ports via Manila	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 21st inst., 11 a.m.
Australian Ports	Eastern	Brit.	Butterfield & Swire	On 23rd inst.
Australian Ports	Taiyuan	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst.
Shanghai, Kobe & Yokohama	Lima Maru	Jap.	Butterfield & Swire	On 15th inst.
Tsingtau via Swatow & Shanghai	Tungshing	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst., 7 a.m.
Moji & Kobe	Arifura	Brit.	P. & O. B. I. & A. L.	On 6th Dec.
Shanghai, Moji & Kobe	Khiva	Brit.	P. & O. B. I. & A. L.	On 23rd inst.
Shanghai, Moji & Kobe	Mantua	Brit.	P. & O. B. I. & A. L.	On 14th inst., D.L.
Yokohama, Kobe & Moji	Nippon	Ital.	Dodwell & Co., Ltd.	About 22nd inst.
Shanghai & North China	Typhoon	Dut.	Java-China-Japan-Lijn	About 30th inst.
Kobe	Taira	Brit.	P. & O. B. I. & A. L.	On 13th inst.
Amoy, Shanghai, Moji & Kobe	Tulawa	Brit.	P. & O. B. I. & A. L.	On 13th inst.
Yokohama, Kobe, Nagasaki & Shanghai	Isla de Panay	Span.	Botoh Bros.	On 3rd Dec.
Tientsin	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst., Noon
Batavia	Tjiamadeuk	Dut.	Java-China-Japan-Lijn	About 13th inst.
Haiphong via Hoilow	Mingang	Brit.	Jardine, Matheson & Co., Ltd.	On 16th inst., 10 a.m.
Amoy, Swatow & Singapore	Kingchow	Brit.	Butterfield & Swire	On 18th inst., D.L.
Swatow & Bangkok	Kwangchow	Brit.	Butterfield & Swire	On 20th inst., 11 a.m.
Swatow, Amoy & Foochow	Haiching	Brit.	Douglas Lapraik & Co.	On 14th inst., 5 p.m.
Swatow, Amoy & Foochow	Haiching	Brit.	Douglas Lapraik & Co.	On 18th inst., 1 p.m.
Manila	President Cleveland	Am.	Pacific Mail S.S. Co.	On 26th inst., 2 p.m.
Manila	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 18th inst.
Manila	Hongkong	Brit.	Jardine, Matheson & Co., Ltd.	On 18th inst.
Manila	Frederick McKinley	Am.	Admiral Oriental Line	On 22nd inst., 11 a.m.
Manila, Singapore, Colombo, etc.	Isla de Panay	Span.	Botoh Bros.	On 14th inst.
Saigon, Manila, Hoilow, Cebu & Zamboanga	West Jester	Dut.	Strathairn & Barry	On 22nd inst.

Miss H. Hoffman, Mr. C. N. L. King, Miss J. Meadows, Miss M. West, Miss Halsey, Mr. J. Bible, Mrs. T. C. Chang, Miss Wu, Sister M. Cecilia, Sister M. Ruth, Mr. J. W. Lee, Miss McCoy, Mr. and Mrs. Kong Po Mei, Mr. T. D. Wong, Discharge at Manila: Mrs. T. Critchton, Mrs. F. T. Chew, Mr. F. Darville, Mr. and Mrs. S. W. Ehrman, Mrs. C. L. Heydrick, Mrs. M. A. Houghton, Mr. C. Roberts, Mr. J. J. Newman, Mr. R. L. Stewart, Mr. and Mrs. H. A. Starkweather, Mrs. G. W. Talbot, Mr. R. G. Watson, Mrs. J. Welch, Mrs. I. Henderson, Mr. M. C. Bonavia, Dr. and Mrs. J. A. Hall, Mr. H. J. Ramsey, Mr. G. J. Orvis, Mr. H. P. Tinsley, Mr. R. J. Yarnsley, Mr. N. G. Isidro, Mrs. O. Kitagawa, Mrs. H. B. Corwin, Mr. and Mrs. E. Farrell, Mrs. G. de Graze, Mrs. R. H. Grayson, Mrs. W. F. Jones, Mrs. C. M. Joseph, Mr. M. P. Komphoff, Mrs. S. L. Lovett, Mrs. S. L. Lovett, Mrs. J. R. Morris, Mrs. J. P. Oling, Mrs. J. Weaver.

WEATHER REPORT.

November 11th at 19.15.—Pressure has decreased slightly at the majority of reporting stations.

The anticyclones over China has weakened slightly.

Moderate monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, Nov. 11th 0.00 inch. Total since January 1st, 97.88 inches, against an average of 81.17 inches.

The forecast for the 24 hours ending at 18 hours, Nov. 12th is as follows:—

Forecast

Formosa Channel: N.E. winds, fresh to moderate.

Hongkong: N.E. winds, moderate, fine.

Hongkong to Gap Rock

South coast of China between Hongkong and Lamock: do.

South coast of China between Hongkong and Hainan: do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 11th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 8 a.m.	at 2 p.m.
Barometer	30.10	30.12	30.04
Temperature	79	63	73
Humidity	56	72	57
Wind Direction	East	ENE	ESE
" Force	5	1	3
Weather	B	B	o
Rain	0.00	0.00	0.00

Highest open-air temperature on 10th ... 70

Lowest open-air temperature on 11th ... 62

HONGKONG TIDE TABLE.

From Nov. 19th to 18th, 1924.

High Water. Low Water.

Days of Week	Day of Month	H'kong. Standard Time	Height	H'kong. Standard Time	Height
Wed.	13	h. m.	ft. in.	h. m.	ft. in.
		10 2	5 6	3 55	2 2
		9 52	7 7	3 18	3 5
Thur.	13	10 44	5 4	4 33	2 0
		9 57	7 7	3 41	3 7
Fri.	14	11 28	5 1	5 19	2 0
		10 22	7 7	4 0	4 0
Satur.	15	10 18	4 9	5 53	2 1
		10 49	7 8	4 14	3 9
Sun.	16	11 19	4 7	6 38	2 2
		11 22	7 4	4 27	4 4
Mon.	17	3 6	4 7	7 27	2 3
		10 4	7 1	8 22	2 4
Tues.	18	10 4	7 1	8 22	2 4

No inferior High nor Low Water.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong to Vancouver: Nov. 20 Dec. 8

From Vancouver to Montreal: Dec. 16 Dec. 23

From Montreal to Quebec: Jan. 2 Jan. 9

From Quebec to Montreal: Jan. 8 Jan. 15

From Montreal to Hongkong: Feb. 6 Feb. 13

Pacific Sailing schedule for Next Spring on application.

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Hamburg.

Allocation of cabins on Atlantic steamers held here and through tickets sold.

Early reservation necessary.

Two Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

THE EMPRESS OF RUSSIA WILL SAIL FROM HONGKONG AT DAYLIGHT, THURSDAY, NOVEMBER 20th.

HONGKONG-MANILA SERVICE.					
From Hongkong	Due Manila		From Manila	Due Hongkong	
Nov. 12	Nov. 14	EXPRESS RUSSIA	Nov. 15	Nov. 17	
Dec. 11	Dec. 13	EXPRESS ASIA	Dec. 14	Dec. 16	
Dec. 26	Dec. 28	EXPRESS CANADA	Dec. 29	Dec. 31	
Passenger Department:		Tel. 752.	Cables: GACANTPAC.		
Freight and Express:		Tel. 42.	Cables: NAUTILUS.		

Passenger Department: Tel. 752. Freight and Express: Tel. 42.

INORDDUTCHER LLOYD BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.

NEXT SAILINGS:

STEAMERS	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BATAVIA, COLOMBO AND PORT SAID.
*ELBERFELD	8th November	24th November
*COBLENZ	11th December	16th December
*PFLAZ		
*LUDWIGSHAFEN		17th January, 1925
*DREIFLINGER	3rd January, 1925	4th February
*FULDA	2nd February	8th March
*TRIER	1st March	5th April
*SALZBURGEN	29th March	2nd May
*COBLENZ	26th April	1st June

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.

3, Queen's Building, Chater Road.

Agents, HONGKONG.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT LINCOLN" ... November 19th.

S.S. "PRESIDENT CLEVELAND" ... December 8th.

S.S. "PRESIDENT PIERCE" ... December 30th.

S.S. "PRESIDENT TAFT" ... January 3rd, 1925.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE FALLS NIAGARA FALLS
LOS ANGELES		
SALT LAKE		
CHICAGO		
NEW YORK		

HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" ... November 26th, at 3 p.m.

S.S. "PRESIDENT PIERCE" ... December 10th, at 2 p.m.

S.S. "PRESIDENT TAFT" ... December 24th, at 2 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "SOLANO." Tel. Central 141. Canton Agents: HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G-4405, G-4420, G-4440.

YOKOHAMA MARU ... Sunday, 23rd Nov., at 11 a.m.

YOKOHAMA MARU ... Wednesday, 17th Dec., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

HAKONE MARU (Calls Rotterdam) ... Wednesday, 19th Nov., at 11 a.m.

SUWA MARU ... Wednesday, 3rd Dec., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

TOYOHASHI MARU ... Beginning Jan., 1925.

LIVERPOOL via ADEN & MARSEILLES.

TATSUMI MARU (Calls Valencia & Glasgow) ... Friday, 21st Nov.

SYDNEY & MELBOURNE via Manila Ports.

MISHIMA MARU ... Friday, 21st Nov., at 11 a.m.

TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU ... Thursday, 4th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... Saturday, 20th Dec.

BOMBAY via Singapore, Penang & Colombo.

HAKODATE MARU ... Monday, 17th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

NAGATO MARU ... Wednesday, 19th Nov.

WAKASA MARU ... Tuesday, 18th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 13th Nov.

SHANGHAI, KOBE & YOKOHAMA.

LIMA MARU ... Saturday, 15th Nov.

HAKOZAKI MARU ... Tuesday, 18th Nov.

TOKUSIMA MARU (Moji Direct) ... Sunday, 23rd Nov.

GENOA MARU ... Tuesday, 25th Nov.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

PASSENGER SERVICE.

"CITY OF KARACHI"	26th Nov.	Shanghai and Japan.
"CITY OF KARACHI"	4th Dec.	Marseilles, London, etc.
"CITY OF KARACHI"	28th Jan.	Do.
"CITY OF KARACHI"	4th March.	Do.
"TRAFFORD HALL"	11th April.	Do.

"A" Class. "B" Class.

FARES TO LONDON.

STEAMER 1st Class "A" £252. "B" £234. Single 2nd Class "A" £126. "B" £117. Cargo Steamer. Saloon Passage—£82.

For further particulars, apply to—

THE BANK LINE, LTD.

(Tel. Central 789).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "AJAX"	via Suez Canal	19th Nov.
S.S. "KATELAMBA"	via Suez Canal	29th Nov.
S.S. "OANFA"	via Suez Canal	7th Dec.
S.S. "CITY OF SHANGHAI"	via Suez Canal	19th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkng. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	29th Oct.	11th Nov.	23rd Nov.
ANGOR	29th Oct.	24th Nov.	7th Dec.
ANGERS	29th Oct.	8th Dec.	21st Dec.
PAUL LECAT	29th Nov.	22nd Dec.	4th Jan., 1925
ANDRE LEBON	29th Nov.	22nd Dec.	18th Jan., "

RATES OF PASSAGE MONEY TO MARSEILLES

(for dining Table Wine and Free Doctor's Attendance).	
A CLASS (1st Class) £ 95. 0s. 0d.	B CLASS (1st Class) £ 83. 0s. 0d.
STEAMERS (2nd) £ 88. 0s. 0d.	STEAMERS (2nd) £ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "LT. ST. LOUBERT-BIE" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of November.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	Capt. Ellis Walker	Friday, 14th Nov., at 1 p.m.
HAICHING	Capt. A. H. Stewart	Tuesday, 18th Nov., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAIPHONG," "HAICHING" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE"	20th November
S.S. "CELTIC PRINCE"	1st December

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone Central 8165.

Telegrams Furprince.

(Incorporated in Great Britain)

King's Building.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MALWA"	10,941	14th Nov.	Marseilles & London
"SARDINIA"	6,684	26th Nov.	Suez, Penang, Colombo & B'way.
"KARNATAKA"	9,098	29th Nov.	Mars., London & Antwerp.
"MANTUA"	10,902	13th Dec.	Marseilles & London
"SOUDAN"	6,686	24th Dec.	Suez, Penang, Colombo & B'way.
"KALWA"	6,138	27th Dec.	Marseilles, London & Antwerp.
1925			
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	8,513	21st Jan.	Suez, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MOREA"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	6,684	18th Feb.	Suez, Penang, Colombo & B'way.
"KASHMIR"	8,983	21st Feb.	Marseilles, London & Antwerp.
"MALWA"	10,941	7th Mar.	Marseilles & London
"SOUDAN"	6,686	18th Mar.	Suez, Penang, Colombo & B'way.
"KARNATAKA"	9,098	21st Mar.	Mars., London & Antwerp.
"SICILIA"	8,513	31st Mar.	Suez, Penang, Colombo & B'way.
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARNATAKA"	9,098	18th Apr.	Mars., London & Antwerp.
"SARDINIA"	6,684	28th Apr.	Suez, Penang, Colombo & B'way.
"MACEDONIA"	11,089	2nd May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	18th Nov.	Singapore, Penang & Calcutta
"TILAWA"	10,000	3rd Dec.	do.
"TAKLIWA"	8,500	18th Dec.	do.
"TAIRBA"	8,500	28th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	24th Nov.	Manila, Sandakan, Thursday
"ANAFURA"	4,000	31st Dec.	Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,000	28th Jan., 1925	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TILAWA"	10,000	12th Nov.	Amoy, Shanghai, Moji & Kobe
"MANTUA"	10,902	14th Nov.	Shanghai, Moji & Kobe
"TAKLIWA"	8,500	27th Nov.	Kobe only.
"KALWA"	6,138	28th Nov.	Shanghai, Moji & Kobe
"SOUDAN"	6,686	29th Nov.	do.
"ANAFURA"	4,000	6th Dec.	Moji & Kobe.
"TAIRBA"	8,500	8th Dec.	Kobe only.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe
"KALYAN"	9,118	27th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	8,513	27th Dec.	do.

1925.

"ST. ALBANS"	4,000	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,983	9th Jan.	do.
"SARDINIA"	6,684	24th Jan.	do.
"EASTERN"	4,000	31st Jan.	Moji & Kobe.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe.
"TANDA"	6,358	7th Feb.	Moji & Kobe.
"KASHMIR"	8,983	21st Feb.	Shanghai, Moji & Kobe.
"SOUDAN"	6,686	21st Feb.	do.
"SICILIA"	8,513	7th Mar.	Moji & Kobe.
"ANAFURA"	4,000	7th Mar.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	21st Mar.	do.
"KARNATAKA"	9,098	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"SARDINIA"	6,684	4th Apr.	do.
"KALWA"	6,138	17th Apr.	do.
"MOREA"	10,911	1st May	do.
"KALYAN"	9,118	15th May	do.
"MALWA"	10,941	28th May	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 12 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

CHINA NAVIGATION CO. LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
AMOI & SHANGHAI	"SHUNING"	On 12th Nov.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAIHING"	On 13th Nov.	10 a.m.
HOIHOW, BANGKOK & SINGAPORE	"CHENAN"	On 13th Nov.	10 a.m.
SWATOW & SHANGHAI	"SZCHUEN"	On 13th Nov.	11 a.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 15th Nov.	Noon
SWATOW & SHANGHAI	"SOO-HOW"	On 16th Nov.	11 a.m.
AMOI & SHANGHAI	"SUIYANG"	On 18th Nov.	D.L.
AMOI, SWATOW & SINGAPORE	"KIUNGHOOW"	On 18th Nov.	D.L.
SWATOW & BANGKOK	"KWANGTUNG"	On 18th Nov.	11 a.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 20th Nov.	11 a.m.
SHANGHAI & TSINGTAO	"YINGHOOW"	On 22nd Nov.	Noon
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 22nd Nov.	4 p.m.
SWATOW & SHANGHAI	"SINKIANG"	On 23rd Nov.	11 a.m.
AMOI, SWATOW & SINGAPORE	"KIANGSU"	On 23rd Nov.	11 a.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Due to arrive at Hongkong about	Due to sail for Manila, Port Bago, Thursday 1st, Rabaul & A.M. Ports about
"TAIYUAN"	15th December	30th December

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo looked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE.

Telephone No. Central 38.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

S.S. "DACHE CASTLE"	...	Sails 15th November.
S.S. "EGREMONT CASTLE"	...	Sails 9th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO:

GENOA, ALI ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NIPPON"	...	Sails about 22nd November.
S.S. "ROSANDRA"	...	Sails about 2nd December.
S.S. "NUMIDIA"	...	Sails about 22nd December.
S.S. "VENEZIA"	...	Sails about 1st Jan., 1925.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSE D'AOSTA"	...	Sails about 8th December.
S.S. "NIPPON"	...	Sails about 2nd Jan., 1925.
S.S. "ROSANDRA"	...	Sails about 7th Jan., "
S.S. "NUMIDIA"	...	Sails about 2nd Feb., "
S.S. "VENEZIA"	...	Sails about 7th Feb., "

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI"	...	Sails about 1st December.
S.S. "UMTALI"	...	Sails about 31st December.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

(22 days to San Francisco. 22 days to Los Angeles).

U.S.S. "WEST IVAN"	...	Due Hongkong 15th Nov
U.S.S. "WEST CAJON"	...	Leave Hongkong 17th Nov
U.S.S. "WEST CAJON"	...	Leave Hongkong 23rd Nov
U.S.S. "WEST CAJON"	...	Leave Hongkong 30th Nov

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POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

XMAS AND NEW YEAR PARCEL MAIL.

Xmas and New Year Parcel Mail for the United Kingdom will be closed in the G.P.O. at 5 p.m., the 14th November.
This mail is due in London on the 19th December.

INWARD MAILS.

For	Per	Due
Australia & Manila ...	Tango Maru	12th Nov.
JAVA ...	Typhoon	12th Nov.
SWANSEA ...	Lucknow	12th Nov.
U.S.A., CANADA, JAPAN AND SHANGHAI ...	Pres. McKinley	13th Nov.
EUROPE via Suez (Letters and papers, London, 18th Oct., and Parcel, 9th Oct.)	Manila	13th Nov.
SHANGHAI ...	Soochow	13th Nov.
JAVA ...	Typhoon	14th Nov.
MANILA ...	Kmo. of Russia	17th Nov.
JAPAN ...	Makima Maru	20th Nov.
JAVA ...	Titanic	23rd Nov.

OUTWARD MAILS.

For	Per	Date
Swatow and Amoy ...	Van Overstraten	Wednesday, 12th, 10.30 A.M.
Java via Batavia ...	Typhoon	11.00 A.M.
Manila ...	Empress of Russia	3.30 P.M.
Bangkok ...	Binkang	4.30 P.M.
Hoihow, Pakhoi and Haiphong ...	Taming	Thursday, 13th, 8.30 A.M.
Hoihow and Bangkok ...	Udena	8.30 A.M.
Japan ...	Tango Maru	9.30 A.M.
Swatow ...	Hydrangea	3.30 P.M.
Shanghai and Japan ...	Manila	5.00 P.M.
Shanghai, Japan, Honolulu, U.S.A., U.S. & America, Canada & Mexico via SAN FRANCISCO—due San Francisco, 11th Dec.	Shiny Maru	Friday, 14th, 9.45 A.M.
Swatow, Amoy and Foochow ...	Hai How	10.30 A.M.
Manila ...	Pres. McKinley	3.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 12th Dec.	Majasa	Saturday, 14th, 5.00 P.M.
Shanghai ...	Lucknow	9.45 A.M.
Amoy and Manila ...	Suway	10.00 A.M.
Cebu ...	Protestant	2.00 P.M.
Hoihow and Haiphong ...	Uingang	Sunday, 16th, 8.30 A.M.
Swatow and Bangkok ...	Hangang	Monday, 17th, 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 18th Dec.	Mentor	Registration Letters, 2.30 P.M.
Amoy ...	Gutiang	5.00 P.M.
Shanghai and Japan ...	Hakozaki Maru	Tuesday, 18th, 10.30 A.M.
Swatow, Amoy and Foochow ...	Hakozaki Maru	11.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 20th Dec.	Hakozaki Maru	Wednesday, 19th, 8.45 A.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and Europe via VANCOUVER, B.C.—due Vancouver, B.C., 8th Dec.	Emp. of Russia	Registration Letters, 4.00 P.M.
Ship sails at daylight on Thursday, 20th inst.		4.15 P.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 22nd Dec.	Mishima Maru	Friday, 21st, 8.45 A.M.
Sandakan ...	Mausang	9.30 A.M.

Correspondence bearing vessel's name on y.

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LONDON SERVICE

MENTOR	...17th Nov. Marseilles, London, Rotterdam & Hamburg
LYCAON	...24th Nov. London, Rotterdam & Hamburg
PHENIX	...8th Dec. Amsterdam, London & Hamburg
HECTOR	...16th Dec. Marseilles, London, Rotterdam & Glasgow via Oran.

LIVERPOOL SERVICE

NINGCHOW	...17th Nov. Genoa, Marseilles, Liverpool & Glasgow
DEMODOCUS	...1st Dec. Marseilles, Havre, Liverpool & Glasgow
MENELAUS	...20th Dec. Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

PROTESILAUS	...29th Nov. Victoria, Seattle & Vancouver
ACHILLES	...30th Dec. Victoria, Seattle & Vancouver

NEW YORK SERVICE

AJAX	...19th Nov. Boston, New York, Baltimore via Suez
OANFA	...7th Dec. Boston, New York, Baltimore via Suez
HYSON	...29th Dec. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

HECTOR	...12th Nov. Shanghai
MENTOR	...17th Nov. Singapore, Marseilles & London
HECTOR	...16th Dec. Singapore, Marseilles & London
TERESIAS	...29th Dec. Singapore, Marseilles & London
PARPESON	...27th Jan. Singapore, Marseilles & London
PATROCLUS	...10th Mar. Singapore, Marseilles & London

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OPENING QUOTATIONS.

November 10th, 1924

On London—	
Telegraphic Transfer ...	2/4
Bank Bills, on demand ...	2/4 9/16
Bank Bills, at 30 days sight ...	2/4
Bank Bills, at 4 months sight ...	2/4
Documentary Bills, 4 months sight ...	2/4
On Paris—	
Bank Bills, on demand ...	1/4
Credit, 4 months sight ...	1/4
On New York—	
Bank Bills, on demand ...	5/4
Credit, at 30 days sight ...	5/4
On Bombay—	
Telegraphic Transfer ...	15/4
Bank Bills, on demand ...	15/4
On Calcutta—	
Telegraphic Transfer ...	15/4
Bank Bills, on demand ...	15/4
On Shanghai—	
Bank Bills, at sight ...	nom.
Private, 30 days sight ...	14 1/2
On Yokohama—	
On demand ...	108
On Manila—	
On demand ...	101 1/2
On Singapore—	
On demand ...	138 1/2
On Batavia—	
On demand ...	nom.
On Haiphong—	
On demand ...	76
On Saigon—	
On demand ...	76
On Bangkok—	
On demand ...	76
SOVEREIGN, Bank's buying rate ...	47.40
GOLD LEAF, 100 fine per tag ...	32 15/16
SILVER, per oz. ...	32 15/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	£50,000,000
Issued and Fully Paid-up	£20,000,000
Reserve Funds	£24,500,000
Starting	£25,500,000
Reserve Liability of Proprietors	£20,000,000

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Hongkong, 8th November, 1924. [37]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rates may be obtained on application.
Interest on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. H. BARLOW, Chief Manager.
Hongkong, 2nd September, 1924. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£23,000,000
Reserve Fund	£23,000,000
Reserve Liability of Proprietors	£23,000,000

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, April 8th, 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 50,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,500,000

HEAD OFFICE—TAIPEI, FORMOSA.

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Paid-up Capital	£21,500,000
Reserve Fund	£21,500,000

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Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 1 per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.
N. C. WILSON, Manager.
Hongkong, February 11th, 1924. [30]

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Head Office: 96, Boulevard Haussmann, P. 6.

Subscribed Capital	Fr. 72,000,000.00
Paid-up Capital	Fr. 68,400,000.00
Reserve Fund	Fr. 58,967,252.54

BRANCHES: Bangkok, Batavia, Bombay, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

INTEREST allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT, Manager.
Hongkong, 27th March, 1924. [32]

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

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Authorized Capital	£10,000,000.00
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Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 2 per cent.	Per annum.
For 6 months	"
For 12 months	"

KAN TONG PO, Chief Manager.
Hongkong, March 15th, 1924. [34]

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Fengtien	Yokohama	Sydney
(Mukden)	Newchwang	Tientsin
Hankow	Osaka	Tokyo
Hankow	Peking	Tientsin
Hankow	Shanghai	Tientsin
Hankow	Soerabaya	Tientsin
Hankow	Tientsin	Tientsin
Hankow	Yokohama	Yokohama

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
C. ABIMA, Manager.
Hongkong, 27th October, 1924. [33]

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TSUYEE PEI, Manager.

Hongkong, September 25th, 1924. [35]